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Hongkong Daily Press.

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SHIRT & BREECHES MAKERS.
Fit, Quality, Workmanship Guaranteed.
Prices Very Moderate.
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New Stock of Ties, Straw Hats, Felt Hats,
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Each bottle bears an Analyst's certificate.

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Hongkong, 26th October, 1904.

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DELICIOUS MIXED CHOCOLATES AND BON-BONS, JUST RECEIVED

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Extra Dry (Green Seal)

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Dining Accommodation for 300 persons,

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European Chef and Indian Curry Cook.

Ladies' Afternoon Tea Rooms with European

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Hydraulic Elevators to each floor.

Bedroom Accommodation—131 rooms.

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Private Bar and Billiard-Rooms

Hot and Cold Water throughout.

Electrically Lighted. Electric Fans (if

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Electric Passenger Elevator to each floor.

Table D'Hôte at separate tables.

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Excellent Cuisine and Wines.

Large and lofty Rooms, Elegantly Furnished

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Hongkong, 31st October, 1902.

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A most pleasant retreat for those desirous of

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Comfortable accommodation for travellers

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Macao is 40 miles south-west of Hongkong

One steamer (s.s. *Hampden*), daily to and

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Canton, give easy communication with both

these centres.

Cable Address—"BOAVISTA"

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MACAO

AND

CANTON

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A LITTLE CHANGE.

THE Round Trip from HONGKONG

to MACAO, thence to CANTON and back to

Hongkong, will be found interesting and

enjoyable.

WM. FARMER,
Proprietor.

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FURNITURE STORE,
PLATED GLASS AND CROCKERY
WARE, &c., &c., and FOOCHOW
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Hongkong, 21st September, 1903.

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PORT, Several Years in Bottle and

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valids. There is no better value for

money in Hongkong. \$20.00

D. (VIOLET CAPSULE) VERY FINE

OLD VINTAGE. A full bodied

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Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication, but as evidence of good faith.
All letters for publication should be written on one side of the paper only.
No anonymously signed communications that have already appeared in other papers will be inserted.
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P.O. Box, 33. Telephone No. 12.

MARRIAGE.
At St. Joseph's Chapel, on Nov. 7, at 3 p.m., by the Rev. Father R. Kelly, uncle of the bride, assisted by Rev. Father Augustine, Gregory Paul Jordan, M.D., C.M., J.C.S., to Marion Josephine Omsby-Daly, daughter of the late Joseph Omsby, of Dublin.

The Daily Press.

HONGKONG OFFICE: 14, DES VUEX ROAD CL.
LONDON OFFICE: 181, FLEET STREET, E.C.

HONGKONG, NOVEMBER 8th, 1904.

Now that the native Press of Canton is summing up, it may be more amenable to argument. Of course the murder of the Chinese comprador Ho Tsoi-yat Shamen was a very shocking affair; but bad as it was, there was nothing in the incident to justify the clamour for revenge that the Cantonese scribes raised, even after the inquiry was over. For some of the remarks made, we should have had considerable sympathy, if they had been couched in a less incendiary fashion. There was, however, nothing excusable, nothing defensible, in the suggestions tending toward more lawlessness that the native editors were wicked enough to publish; and it was a most mistaken and highly reprehensible course to insinuate that the American officials could have discovered the culprits if they had wished to do so.

Very naturally, the Chinese were quick to raise the odorous comparison, and to point out the strong action usually taken when a foreigner is murdered by Chinese. They pictured for their readers how in such case the mandarins are bullied until they produce the culprit. They might have said scapegoat, without being far amiss; but for their immediate purpose, it was not necessary to remind their readers of any of the scandalous tricks resorted to so often to evade the justice of the "foreign devil." They said that in the case of murders by Chinese, the culprits were summarily exe-

cut. It has been so in some instances, but then, Chinese law and procedure is altogether responsible for that. Foreigners do not execute anybody—even Chinese—without deliberation and a fair trial. Moreover, so far as the failure to produce the American sailors who caused the Canton comprador's death is concerned, it is as a drop in the bucket to the number of Chinese criminals who ought to have been executed and are still at large, and who, in some cases, enjoy the favour of those in high places. Again, the Canton editor alludes to the fact that large indemnities have been paid. This must be admitted; but, on the other hand, it must also be admitted that they were rather large murders. When our Chinese friends go in for slaughter, they prefer to do business wholesale. In this Shamen case, the Americans are paying an indemnity; and there was no question of malice in the matter. Some sailors, apparently, got drunk; and while acting like drunken brutes, a fatal accident happened. That is really all it amounts to, although there is no desire to deny the stern debt owing by those responsible sailors if they could be identified.

It is wrong to describe it as a deliberate murder, however. The further suggestion that on account of similar occurrences, in which foreigners were the complainants, large pieces of Chinese territory have been seized, is absurd. If the editors of our vernacular contemporaries do not know why China has had to yield ground to the foreigners, they are certainly not fit to be moulding public opinion in Canton. But they do know, probably, and it is no use attaching too much importance to their rabid denunciations, which have a much more ancient incentive than this recent regrettable incident. Where we ought to protest, perhaps, is in the cases of such foreign commentators as one who wrote from Canton to the effect that "these episodes leave a sentiment of ineradicable hatred." That is not the way to put it. The hatred already there seems ineradicable, and such incidents may fan it into flame. In the present case, the incident has been made a peg on which to hang the real rag of those bad feelings that seemingly spring eternal in the Chinese breast.

The English Mail of the 8th October was delivered in London on the 5th inst.

An interesting article from our Hamburg correspondent will be found on page 5. On Paris letter has had to be held over.

Plague has reared its horrid head after quite a lengthy slumber. Within the past forty-eight hours a Chinese in the New Territory died of it. The city remains clear.

Professor Jenks has reached San Francisco on his return from China. He declares his belief that in a very short time China will formally adopt the gold standard.

Last week's return of communicable diseases shows one Chinese case of diphtheria, and three fatal Chinese cases of enteric fever. Two Europeans from Weihaiwei also had enteric.

Speaking of Christianity in Japan, the Rev. Herbert Moore last month announced that there had been a most serious leakage—estimated actually at 62 per cent—among the Protestant bodies.

The contraband case at the Supreme Court yesterday being a particularly interesting one Mr. Collier, Attorney-General of Singapore, and the French Consul here were invited to sit in Court next to His Lordship.

Return of visitors to the City Hall Library and Museum for the week ending the 6th November, 1904, were 237 non-Chinese and 111 Chinese to the former, and 112 non-Chinese and 1,774 Chinese to the latter institution.

A marriage has been arranged, and will take place at Hongkong in January, between Major Arnold C. Painter, Royal Engineers, and Katherine Theresa, only daughter of Colonel Henry Fyres Turner, C.B., late Royal Engineers, of Bath.

Ham Nghi, the ex-Emperor of Annam, who is now residing at Algiers, and who has lately been at Versailles, will shortly marry a French lady, Mlle. Laloe, daughter of a judge of the Algiers Court. The ex-Emperor has been receiving up to now a pension of 30,000 francs a year. On the occasion of his marriage the pension has been raised to 80,000 francs.

In his trade report for the year 1903, the Commissioner of Customs at Shasi gives the following figures, obtained from one of the chief cotton districts of that neighbourhood, showing to what extent cotton gins are gaining favour with the people there. In 1901 the cotton gins at Chiang-kou and its vicinity numbered 48, in 1902 they increased to 50, and during 1903 1,230 have been in use. Those gins are now made by the Chinese at Shanghai, and obtained from there for replacing worn-out parts. The price of a complete machine at Shasi is from Hk. Tls. 25 to Hk. Tls. 30, which is about double what it costs in Japan. They are worked by one person, who is able to clean 300 catties of cotton per day, or more than ten times the quantity that could be separated from the seeds by hand-sorting.

A Chinaman named Wong Pin was removed from Ching Wan to the Yau-mat Mortuary, supposed to have been murdered. A woman informed the Police that she had seen a man beating him. On making a post-mortem examination, however, Dr. MacFarlane, Medical Officer of Health at Kowloon, found that the man's death was due to plague. This is the first case of plague reported from this vicinity.

In our report of the orchestral concert by the German naval band, we stated that it closed with the British national anthem. There were many Britishers in the audience, who may have taken it as a compliment; but as a matter of fact the British national anthem is also the German national anthem. We have used it for about 160 years, the Germans for about 110 years. They call it "Heil dir im Siegerkranz" (Hail to thee in the circle of heroes).

A Foreign office report on the foreign trade of China in 1903 says it was disappointing, although the value of the total trade increased by 31 per cent. There was a decrease of 27 per cent. in the quantity of plain cottons imported, and an increase in value of imports, mainly due to larger purchases of Indian opium, to meet shortage in native crop. The value of cotton yarn import was \$8,814,820, forming 52 per cent. of total cotton products imported.

That much abused article, the appendix, was the subject of a spirited defence by Sir William McEwen, at the Charing Cross Hospital. If all that he put forward be true, the appendix has been grossly maligned. Instead of the unimportant uselessness with which it has been generally credited, it performs an important function in helping digestion, and is, in fact, the home of a troglodyte microbe which wages the fiercest war against undigested food. The real cause of appendicitis is our ignorance of the right manner of eating.

Messrs. Walker, Lamb & Co.'s China Tea Market Report states—Public sales comprised 1,063 half-chest black leaf and 692 half-chest red leaf. Morning sold at 4 1/2d. per lb. at about recent quotation, but Kingchows were withdrawn from 5 1/2d. to 7d. per lb. The private market has been less active, with only limited orders for all better quality teas—whether Koomans, Kingchows, or Panyongs. Little leaf tea is offering at or under 4 1/2d. per lb., but demand has rather slackened. Export has been most quiet. Scented papers are quiet, and good value is offering at 5 1/2d. per lb.

Professor Sir Robert K. Douglas lecturing on "Christianity in China," said "The task of conveying the knowledge of Christianity to the Chinese had been a long and difficult one, taking them back to the sixteenth century." Later, he said—There could not be any doubt that things were moving in the direction of knowledge and incidentally of Christianity. These two statements taken together do something to illustrate the "conservatism" of the Chinese. After nearly fourteen hundred years of missionary enterprise, there is a perceptible movement towards knowledge, an incidental deviation towards Christianity. Wonderful!

The trade between Barmah and Southern Siam for the year ending March 31 shows the large increase of 279.51 per cent., principally in imports of cattle, elephants, and silk piece-goods, and in exports of jewellery and silver. This revival of trade is largely due to the tranquillity which has succeeded the recent unrest in Northern Siam. The restoration of quiet revived trade also with the latter country, the returns showing an increase of 36.41 per cent. Cattle and elephants are the principal items of increase. Tack timber, though showing a decrease in quantity, shows an increase in value of 1.1 per cent. over 1901-2, and of 45 per cent. over 1902-3, due to the partial closing of the Siamese forests and a growing demand.

A correspondent has written Home—"South of Fushan, over the Hun river, are some rich coal mines with good steam coal easily worked. For hundreds of years no one dared to excavate into the sacred hills in which the Imperial Dragon is said to dwell. A few years since, however, the Russo-Chinese Bank obtained a special privilege, and found what were believed to be coal beds which had never been worked, and certainly, in Chinese historical records, nothing has been found relating to them. The Russians at first laboured with primitive native methods, attacking the nearer coal seams, but later on determined to bore deeper and introduce machinery. A special and highly trained engineer, M. Noge, was placed in charge, and he discovered that at deeper levels there had existed thick and rich coal beds which had been completely worked out by perpendicular shafts, denoting in every way a high degree of scientific skill which is entirely lacking in all Chinese mining industries within historic times."

Mr. A. C. Lambert, American Vice-Consul at Tamsui, reports: "The question whether or not foreign vessels may load cargo and embark passengers at the Formosan ports of Tamsui, Kelung, Anping, and Takao for the ports of Nagasaki, Kobe, and Yokohama in Japan, was brought up last year by the British Government. After some delay the Japanese Government has decided that the above-mentioned Formosan ports may retain such privileges as they enjoyed under the Chinese regime, when there was no bar to their trading with the open ports of Japan, and that it is permitted to foreign bottoms to load cargo and embark passengers at those ports for Japanese ports. It is to be noted, however, that foreign vessels are not permitted to trade between the several open ports in Formosa. This question will be brought up, I am given to understand, in the near future, most probably by the British authorities."

TELEGRAMS.

[REUTER'S SERVICE.]

SCENE IN THE FRENCH CHAMBER.

LONDON, 5th November.

In a debate in the French Chamber on some resolutions, which showed that the Ministry for War had been spying on officers by means of reports from Masonic Lodges, M. André declared that clerical intolerance was still so strong in the army that he was compelled to resort to external channels for information regarding the political opinions of officers; M. Syveton hereupon rushed at M. André and battered his face with his fist; M. André collapsed, streaming with blood, and a wild mob of the members of the Right and Left ensued. The sitting was suspended. M. Syveton was subsequently suspended, but refusing to budge he was removed by the guards. The Chamber approved of the Government.

MASONIC QUADRILLE CLUB.

The Masonic Quadrille Club held their first dance in the banqueting chamber of the Masonic Hall, Zetland Street, last evening. The arrangements carried out by Bro. Harry Wolfe and the Committee, were very good. Dancing commenced at nine o'clock about fifty couples being present. Bros. J. J. Sibbit and W. H. E. Smith (treasurer) carried out the duties of M. C. with credit. Bro. Jenkins (violin) and Mr. Fielding (piano) supplied the music. Bro. Eggleston acted as Steward, presiding over the ladies' buffet. Other members of the committee present were Bros. A. P. Goodwin (secretary) W. E. Russ, Summers and T. Swaby. Bro. Vanstone was responsible for the excellent condition of the floor.

CRICKET.

A telegram was received by Mr. A. R. Lowe, the Secretary of the Hongkong Cricket Club, late yesterday afternoon, to the effect that the Shanghai Interport team is on board the P. and O. steamer *Manila*, due on Wednesday, the 9th instant, at daylight, instead of by the German mail as expected. The hosts of the members of the team are invited to meet their guests on board ship.

The Straits team will arrive by the German Mail on the 9th instant (King's birthday).

SUICIDE AT HONGKONG.

Gunner L. G. Hanford, of the Chinese Revenue cruiser *Lekin*, committed suicide on Friday night last in a match at Hongkong, whilst the vessel was in dock. When found by the Police he had a bullet wound in the left breast, but was still alive.

A revolver was lying beside him, one of the chambers of which was discharged.

The deceased owed a considerable sum of money and had been drinking heavily of late, and this is supposed to be the reason of his committing suicide.

LAND SALE.

A piece of Crown land at Kowloon Tong, New Kowloon, was auctioned at the Public Works Department offices yesterday afternoon. The term was for 75 years, renewable for the remainder of term of lease from China. The land in question is known as New Kowloon Inland Lot No. 13, the contents in square feet being 3,150; annual rent, \$22; upset price, \$190. The Best Mission purchased the lot for \$20 above the upset price, there being no opposition.

POLICE CAPTURE OF DESPERADOES.

Four Shanghai Municipal detectives, with several native members of the force, recently brought off a somewhat important expedition into the country, in quest of a notorious ruffian Vah Ka-der, who with a gang has troubled the outer limits of the Settlement. The party left prepared for a desperate venture. They returned with four men in custody, but unluckily without Vah Ka-der himself. As far as can be ascertained the expeditionary party came upon Vah and his associates in a creek, and made a dash to secure them. The desperadoes were in a fast sailing boat and were warned in time to make the most of their lead. The police pursued and the chase lasted for about fifteen miles. At last Vah Ka-der, finding himself hard pressed, ran his boat aground on the mud and took to the country. In spite of every effort of the pursuers he managed to escape, but four of his party were secured, as already mentioned. The police also secured as spoils a house-boat, the sailing boat, and some arms and ammunition.

WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:—On the 7th at 11.55 a.m. The barometer has risen in S. China and Formosa, and fallen in N. China and N. Japan. The depression in N. Japan has moved slowly to the S.E. and has now reached the Pacific. Gradients are much diminished on the China Coast and a very moderate monsoon will be met with in the Formosa Channel, further to the southward a fresh monsoon may still be expected. Forecast:—Moderate N.E. winds, fine.

FASHIONABLE WEDDING.

A quiet wedding took place at St. Joseph's Church yesterday afternoon, when Dr. Gregory Paul Jordan and Mrs. Marion Josephine Omsby-Daly were united in the bonds of holy matrimony. The Rev. Father Kelly (who is an uncle of the bride) conducted the ceremony, assisted by the Rev. Father Augustine. The church was prettily decorated for the occasion.

Sir Paul Clatter (who is an uncle of the bridegroom) gave the bride away, while Mr. A. G. Ward acted as best man. Mr. E. Dunonberg officiated on the organ, and as the happy couple came out of the church the Misses Stella, Phoebe, Iris and Dionie May, and Masters Nigel and Bernard Atkinson and Maurice and Gerald Shale, scattered flowers across their path.

The bridal party then betook themselves to the residence of Sir Paul Clatter at Cable Road where the wedding breakfast was held. A most representative gathering was present, and the large dining room of Sir Paul Clatter was not sufficiently large to hold the guests, who were gathered round all the floors.

The Hon. F. H. May, in proposing the toast of the bride and bridegroom, asked all present to charge their glasses. He was an Irishman, and all knew that Irish ladies were renowned for their beauty and goodness of heart, and they had evidence of this before them.

The bridegroom, both professionally and socially, was a man of the kindest heart, who had endeared himself to those present, and also to many who were not present. It said something for the Medical Officer's professional skill that he (the speaker), who had a wife and four daughters present in excellent health, had just dined out on fourteen successive occasions, and still felt fit for more (laughter). He assured the happy couple that in this right little, tight little island, they would receive the heartiest of welcomes.

The toast was enthusiastically drunk, and cheers for the bride and bridegroom were loud and long.

Dr. Jordan, in responding on behalf of his wife and himself, said—

I cannot find words adequately expressive of the warmth of my feelings to all who are gathered here to-day for the flattering reception given to my wife and myself. We shall carry away a pleasant and lasting recollection of the kindness extended to us.

With regard to the proposer of the toast, I will not attempt to answer his speech. I can only say that my relations with him, and with the rest of you, have been one of the greatest sources of joy and pride, and I have to thank you all for having so cordially received us here to-day, and I only ask you now that the same friendship as you have extended to me in the past, you will still extend to my wife and myself.

On behalf of my wife and myself I have to thank you most cordially for the hearty welcome extended to us, for your kind congratulations, and also for your lovely presents.

The happy couple then received the congratulations of all present, and taking advantage of a quiet moment, left the house, thus avoiding the showers of rice with which they would have otherwise been greeted.

Varied and handsome were the presents, a large number being brought out by the bride from friends at home, she having but lately arrived.

The following is a list—

Sir Paul Clatter, a diamond necklace, and pendant; Mr. and Mrs. Chau Kai Ming, pearl bracelet; Mr. and Mrs. Leigh Parker, gold bracelet; Mr. and Mrs. H. C. Marshall, gold match-box; Mr. and Mrs. S. Sassoon, gold necklace with sapphire and pearl pendant; Mr. A. G. Stokes, silver cigarette case; Mr. E. Pakeney, gold chain; and "Good Luck" bracelet; Mr. Wong Lai Sang, gold coin bracelet; Mr. A. N. Mody, pearl and diamond earrings; Mr. and Mrs. H. M. H. Nomajee, pearl-mounted watch; Mr. and Mrs. H. D. Gaspar, writing case; Mr. and Mrs. Holdnames, carved black-wood table; Mr. Wei On, silver punch bowl; Mr. and Mrs. Miss Brotherton Harker, ancient panels; Mr. and Mrs. W. Slade, silver photograph frame; Mr. and Mrs. T. Jones, cushion; Mr. and Mrs. E. Jones, cushion; Mr. Shigenaga, ancient Chinese vase with silver dragon; Mr. F. H. Arjane, silver frame; Mr. and Mrs. Humphreys, silver card tray; Dr. and Mrs. Bell, silver-mounted inkstand; Mr. and Mrs. Beck, silver spoons; Mr. and Mrs. Goetz, satsuma card tray; Mr. and Mrs. Hutton Potts, pair of silver photo frames; Mr. and Mrs. Edward Shellim, silver card tray; Mr. and Mrs. Peters, silver punch bowl; Mr. and Mrs. E. Ellis, silver toast-rack; Mr. and Mrs. A. Aitkens, silver dragon; Mr. V. H. Deacon, silver coffee set; Mr. and Mrs. Arrathoon Seth, silver liqueur set; Mr. S. A. Seth, silver writing set; Mr. D. Macdonald, silver card bowl; Mr. A. Babington, drawing-room clock; Hon. Mr. and Mrs. F. H. May and the Misses May, silver writing set; Mr. and Mrs. J. A. Jupp silver ink-stand; Mr. J. R. M. Smith, solid silver silver; Mrs. Vernon, silver cruet set; Mr. and Mrs. A. Mackenzie, silver photo frame; Mr. A. G. Ward, silver photo frame; Mr. and Mrs. Volpicelli, carved ivory vase; Mr. Aratoun V. Apeal, silver punch-bowl; Mr. and Mrs. Grant Smith, silver trinket box; Dr. Keyt, silver cigarette case; Mr. and Mrs. John A. Plummer, pair of silver sweet dishes; Dr. and Mrs. J. M. Atkinson, four silver flower vases; Mr. A. F. Forster, silver match holder; Dr. and Mr. Kew, silver box; Mr. B. L. Hoffwalla, silver photo frame; Dr. and Mrs. Hunter, silver photo frame; Mr. and Mrs. H. W. Slade, silver flower vases; Hon. R. Shewan, silver egg dish; Mr. John Gregory, silver card tray; Mr. C. J. Cooke, silver pin cushion; Mr. and Mrs. Mowbray Northcote, silver butter-dish; and flower holder; Mr. and Mrs. Tarrant.

silver pot pourri; Mr. W. Taylor, silver mounted claret jug; apt and Mrs. Milroy, silver fruit spoons; Mr. and Mrs. Bisney, silver tea set; Mr. and Mrs. Tilden, silver flower vases; Mr. and Mrs. N. A. Siebs, gold-plated fruit spoons; Mr. and Mrs. Geo. P. Lammert, carved black-wood chair; Mr. James Rankin, silver lamp; Mr. T. F. Hough, clock; Mr. and Mrs. Ahmet Ranzahn, silver box; Mr. and Mrs. E. M. Hazeland, silver flower-vases; Mr. and Mrs. J. A. Plummer, flower bowls in silver; Mr. and Mrs. H. Crombie, fruit-dishes in silver; Mr. and Mrs. J. T. Douglas, silver bowl; Mr. and Mrs. A. S. Mibary, ivory fan and silk dory; Dr. Forsyth, patent razors; Mr. and Mrs. McLean Gibson, sweet dishes; Mr. and Mrs. Grace, silver flower vases; Mr. H. Percy Smith, silver specimen vases; Mr. and Mrs. A. H. M. da Silva, silver spoon; Mr. A. H. Skelton, and Mrs. S. A. Skelton, silver fruit dish; Mr. and Mrs. Adam Gibson, silver photo frame; Mr. Bruce Shephard, silver *pergane*; Mr. and Mrs. G. J. B. Sayer, album; Mr. and Mrs. D. H. Sias, silver card tray; Mr. Wei On, silver bowl; Mr. and Mrs. A. E. Hodgkins, set of lacquered tables; Mr. and Mrs. Skelton Hooper, picture; Mr. and Mrs. J. Hooper, silk embroidered table cloth; Mr. J. Orange, Chinese puzzle; Miss Ellis, silver card tray; Mr. and Mrs. Pinekney, book; Mr. and Mrs. Syam, bridge-box; A. Chuck, tea set; Mr. A. Howard, silver card trays; Mr. and Mrs. Alfred Herbert Rennie, carved blackwood chair; Mr. Fung Wa Chun, Chinese embroidered satin coat; Hon. Dr. Ho Kai, set of silver-mounted finger bowls; Mr. and Mrs. E. J. Jordan, clock; Mr. and Mrs. Herbert Tomkins, vase; Mr. and Mrs. Ho Tung, silver flower stands; Mr. Armin Haupt, clove vases; District Grand Lodge of Scottish Freemasonry, set of silver flower vases and silver-mounted finger bowls; Mr. and Mrs. Fred. D. Godard, silver bowl; Mr. and Mrs. E. Osborne, bronze lobes ornament; Mr. S. D. Moonshoe, silver card tray; Mr. and Mrs. T. A. Rose, cushion.

ROYAL HONGKONG YACHT CLUB.

SECOND CLUB RACE.

CHAMPIONSHIP CLASS.

The day opened bright and clear with a light breeze from the east which freshened as the boats went down the harbour, and died away as they came back.

The *Elspeth* got the best of the start, but the others soon began to catch her up again, beating down to the Myer's Buoy. However, before any boat actually passed her she was boldly taken by Mr. Rouse in a long tack right over to the Channel Rock, where the wind was drawing more to the southward, and she soon established a commanding lead, rounding the Quarry Bay markboat at 1.45, four minutes ahead of the *Alleen*, who was second. From the markboat in Quarry Bay it was a reach to the Channel Rock, which was rounded in the order, *Elspeth*, *Alleen*, *Dione*, *Vernon*. Spinnakers were set for the run to Cast Rock Buoy, and during the run *Dione* took second place.

The tide was now beginning to flow, but still on account of the wind being more favourable on the north side, those that kept to that side did best. Mr. Rouse sailed the same course in the second round, fetching the markboat in Quarry Bay by a tack to Channel Rock and then across, and finally brought the *Elspeth* in an easy finish. The following were the times at the finish:—

	H. M. S.
<i>Elspeth</i>	3 21 47
<i>Dione</i>	3 25 39
<i>Vernon</i>	3 30 45
<i>Alleen</i>	3 34 17

ONE-DESIGN CLASS.

This race was chiefly remarkable for the fine sailing of the *Mine*. She was actually quicker round the course than any of the championship boats except the *Elspeth* or the fast *Alleen* in the Handicap Class. The day was one in which a good deal of judgment was necessary for taking the best course, and evidently Captain Crichton has a good knowledge of the ways of this difficult harbour.

The *Colleen* and *Kathleen* made a good finish, the former only winning by 8 seconds. We are sorry to see that *Erica* was again an absentee from this class.

Times at finish:—

	H. M. S.
<i>Mine</i>	3 32 30
<i>Colleen</i>	3 39 2
<i>Kathleen</i>	3 39 10
<i>Bonito</i>	3 43 50

HANDICAP CLASS.

Payne (Capt. Watkins steering) got away with much the best of the start. She and *Doreen*, however, presently went too close to the shore and were becalmed for two or three minutes; whilst *Alleen*, *Iris* and *Chanticleer* kept more in midstream, the last named boat getting the best of the wind, then took the lead. The Quarry Bay markboat was rounded in the following order: *Alleen*, *Chanticleer*, *Iris*, *Payne*, *Doreen*. Channel Rock was rounded in the same order. *Alleen* now beginning to romp away. The order was still unchanged, *Doreen*, however, dropping astern, whilst *Payne* was coming up. On the beat to Quarry Bay again *Alleen* got still further ahead, but the old *Payne* did wonderfully well, and actually headed both *Chanticleer* and *Iris*, though she rounded the mark slightly astern. This order was maintained round the Channel Rocks, but *Payne* quickly caught *Iris* up, and a capital race ensued in *Chanticleer* coming in only about 1 1/2 minutes ahead of *Payne*, who was about the same ahead of *Iris*, with *Doreen* last, *Alleen* having finished some 15 minutes before.

Times at finish:—

	H. M. S.	H. M. S.
<i>Alleen</i>	3 51 55	3 51 55 (1)
<i>Chanticleer</i>	4 0 0	3 59 45 (3)
<i>Payne</i>	4 0 17	3 55 32 (2)
<i>Iris</i>	4 0 56	4 0 31 (4)
<i>Doreen</i>	4 11 37	4 0 22 (4)

Gloria not timed.

SUPREME COURT.

Monday, 7th November.

ORIGINAL JURISDICTION.

BEFORE SIR H. S. BAKER (CHIEF JUSTICE).

OSAKA SHOSHEN KAISHA V. OWNERS OF S.S. "PROMETHEUS."

This was an action brought by the Osaka Shosen Kaisha against the Owners of the Norwegian s.s. *Prometheus* in respect of alleged damage and loss sustained by them on account of the Captain's refusal to load provisions to be carried between Japan and Formosa, declaring them contraband of war.

Hon. E. H. Sharp, K.C., instructed by Mr. John Hastings (solicitor), appeared on behalf of the Osaka Shosen Kaisha; Mr. M. W. Slade (barrister), instructed by Mr. C. D. Wilkinson (solicitor), on behalf of the Owners of the s.s. *Prometheus*.

The matter was originally referred to Mr. E. A. Hewett (P. & O. Co.) for arbitration, and Mr. Hewett, as arbitrator, after hearing both sides of the case, said he required the Court's decision on three questions. His Lordship was asked to answer these; nothing more. They were—

Firstly—Whether, under the terms of Russia's declaration, the cargo intended for shipment from Yokohama and Kobe to Kagoshima, Okinawa, Keelung, Anping and Tientsin, was contraband? If so, whether Russia's declaration in this respect is binding upon neutrals, or whether as urged by Mr. Hastings it is *ultra vires*?

Secondly—Whether the line on which the Osaka Shosen Kaisha wished to employ the *Prometheus* is a "privileged" line, and if so, was it therefore unlawful for a neutral ship to engage in such a trade?

Thirdly—Whether, in view of all the evidence brought forward the Osaka Shosen Kaisha attempted to violate, or a term of the Charter Party as a whole, but particularly with reference to Clause 37, by instructing the Commander to load a cargo of foodstuffs, and timber, and to proceed to the ports named in their letter of the 27th April, 1904.

Article 27 reads as follows—In case of war, steamer not to be directed to any blockaded port nor to carry any contraband of war.

The Charter Party was signed in Hongkong on the 10th February last between Messrs. Sander, Weller and Co. as agents for the captain and owners of the s.s. *Prometheus*, and Mr. T. Arima, manager in Hongkong of the Osaka Shosen Kaisha.

Among the conditions of the Charter Party were the following—

That the vessel be at the sole disposal of the Charterers, or their agents, to carry cargo and passengers for lawful voyages to certain ports of the world (open ports only), ports in the Amur district, ports north of Vladivostok, and interport trading in the Philippines being amongst these places excluded; the agreement not to be cancelled in the event of war being declared; the Charterers shall pay at the rate of \$6,750 per annum for the use and hire of the steamer; disputes to be settled by arbitration.

Hon. E. H. Sharp said that the Japanese Government chartered some of the ships belonging to the Osaka Shosen Kaisha to be used as transports in connection with the present war. The Company chartered other ships, including the s.s. *Prometheus*. On the 9th February war broke out, subsequently to the Charter having been signed.

His Lordship to Mr. Slade—Do you admit that it was subsequent to the signing of the Charter?

Mr. Slade—No; we did not know.

Hon. E. H. Sharp—I have local newspapers of the 9th February showing that it was then known here.

After Hon. E. H. Sharp had quoted some of the clauses of the Charter Party, Mr. Slade admitted that the signing of the agreement was after the outbreak of war, but the agreement had been drawn up beforehand.

Hon. E. H. Sharp drew attention to another clause, added in writing, saying that should the steamer be required, in accordance with Japanese law, to undergo a marine survey, the Charterers might do so at their own expense without any breach of the Charter. He also referred to the clause saying that in case of war the vessel was neither to be directed to any blockaded port, nor to carry contraband. An important point of discussion was the meaning of the word contraband as applied to the case. On the 19th February, before the vessel had been taken over to the Charterers, correspondence passed between the parties as to what was meant by open ports. The result was: both parties agreed that open ports included non-treaty ports so long as the Japanese Government kept them open.

On the 22nd of February the Charter commenced—that was, the steamer was handed over. Next day (the 23rd February) she left Hongkong under the charter on her first voyage to Formosa, where she loaded rice to take to Yokohama and Kobe; that cargo was duly delivered. That brought them to the 20th March, when the ship, was at Kobe, and loading for her second voyage—a voyage that was never made. It was intended that the vessel was to take a cargo of provisions from Kobe to Japanese coast ports, and Formosa. The Captain declined to take provisions, on the ground that they were contraband. The voyage had to be abandoned; the ship was sent to Hongkong and there sub-chartered to Chinese for other work.

His Lordship—What is the amount claimed? Hon. E. H. Sharp—Your Lordship is only asked to settle certain points of law; not the amount of claim.

Continuing, Mr. Sharp said that the Captain's refusal frustrated the purposes of the Charter.

In February certain regulations were published at St. Petersburg regarding contraband. The meaning of these regulations formed another question referred to by the Arbitrator. After the Captain's refusal, and the ship returned to Hongkong, arbitration was decided on. During the hearing, on the 20th September, a solicitor raised a fresh point, the third point referred to His Lordship. The exact meaning of contraband in the charter party was the point on which the action was founded. Were they, in arguing the case, to regard Russian declarations as to be abided by or was it International Law? He submitted that they could not be asked to abide by what or Russia might state but by what contraband meant in International Law. Were the Owners to regard as contraband everything that Russia might call contraband? He would ask His Lordship to consider what things were recognised as contraband by International Law. Commodities were divided into three classes: first, articles for war only, which were always contraband (arms, etc.); second, supplies for peace only—pianos—not, as his friend was suggesting, with guns inside (laughter)—which are never contraband; and third, articles for both peace and war. As far as this third class was concerned, such articles would only be contraband if intended for warlike purposes. The ship was not intended to carry things which might be considered for warlike purposes. The voyage was from Japan to Formosa; not Formosa to Japan; and the Captain was not asked to go to places declared as Military or Naval centres. A contention of theirs was that the case should be considered from an English and American viewpoint as regards contraband.

Mr. Slade—It is a matter of how you interpret it.

His Lordship—No one country can make International Law, which, of course, is the Law of Nations.

Hon. E. H. Sharp said that was so. The Russians might declare everything contraband, and thus destroy neutral trade—make a "Paper Blockade," so to speak.

After referring at length to precedents, Hon. E. H. Sharp said that the Owners of the ship, or their agents, which was the same thing, seemed to have seen the difference of two terms: "contraband," as used in the Charter Party, and "What may be considered contraband," used in a subsequent letter dated the 23rd March.

The position was: firstly, should Russian declarations be considered as they read—he contended they should, but his friend Mr. Slade would say they were ambiguous; secondly, if read as others said they were to be read they would be most ambiguous—in any case they must be construed in accordance with International Law; thirdly, assuming declarations clearly state provisions to be contraband irrespective of warlike purposes, such declarations would be invalid; fourthly, in any case, such declarations would be ineffectual till sustained by judgment at a prize court; fifthly, the judgment of the prize court was not conclusive if not in accordance with International Law, but was subject to diplomatic action. Neutrals have constantly and successfully refused to be bound by orders beyond International Law.

After a pause Hon. E. H. Sharp went on to the subject of "Interport and Formosan Trade." The owners contended that apart from contraband the ship could not be legally employed in a privileged trade.

His Lordship asked what was privileged trade. Did the Japanese make interport trade privileged for Japanese ships only; and in that case would neutral ships trading to these ports render themselves liable to be confiscated by Russia?

Hon. E. H. Sharp said that the contention of the other side was that it was unlawful, but he had several answers to make. He said it was a lawful voyage in a lawful trade. Within the meaning of the legal authorities it was not a privileged trade, it was lawful for neutral ships to engage in it. Formosa was a place anyone could trade at; some of the intermediate ports were closed unless provided with a permit which anyone could obtain.

Mr. Slade—He has never found out which ports were not open; the facts have not been found out.

His Lordship—The facts must be found.

Hon. E. H. Sharp said he knew. Kagoshima and Okinawa were not treaty ports; the other ports were treaty ports. All these ports, however, had been open for many years to foreigners. The position was peculiar—

Mr. Slade—The ports are either open or not open.

His Lordship—Is this a trade in which foreigners can engage?

Hon. E. H. Sharp—Mr. Hewett has found that they can if they choose. It is open to all foreigners who pay the fee.

Mr. Slade—That is not so.

Hon. E. H. Sharp—Vessels other than Japanese may not of recent years have traded to these ports, but foreign ships could if they chose to pay.

Mr. Slade—That is not so; they shall not trade there unless they have special permission.

Hon. E. H. Sharp—This permission is obtainable by anyone who pays the fee.

Mr. Slade—These special permits are only issued under very special circumstances.

His Lordship—As far as I can see the trade is not closed, but one must have a permit—not absolutely closed.

Hon. E. H. Sharp—The rule is obsolete; even assuming that it is in full force to-day, it would not cover the present case. It only applies when one of the belligerents throws open a port because they have been forced to by the other power.

His Lordship—It may be argued that they were obliged to because all their ships were

employed at the war.

Hon. E. H. Sharp—Was the trade completely closed before the war, though?

His Lordship—No.

This case was adjourned till eleven o'clock this morning.

IN SUMMARY JURISDICTION.

BEFORE HIS HONOUR T. SERCOMBE SMITH (PUNISHMENT JUDGE).

Chan So proceeded against Captain Eassey for \$167.47 being money due for provisions supplied. Mr. Dixon, solicitor, appeared for the defendant; plaintiff did not appear. Judgment was given for defendant with costs.

POLICE COURT.

Monday, 7th November.

BEFORE MR. F. A. HAZELAND (SECOND POLICE MAGISTRATE).

UNLAWFUL POSSESSION.—Tsang Chi was charged with being in unlawful possession of a jacket. When the hukong arrested him he attempted to escape by cutting off his queue, but was again caught. He was fined 10, in default 4 days.

BEFORE MR. J. H. KEMP (ACTING POLICE MAGISTRATE).

HOUSEBREAKING.—A Chinaman was brought before the Court on a charge of housebreaking at Kowloon City. He entered the house and was making off with a small box containing nearly all the tenant's earthly possessions when he was stopped by the Police. He has now to do three months with hard labour.

OPPIUM CASES.—Two Chinamen were each fined \$150 for being in illegal possession of opium; third was fined \$120, whilst there were several smaller cases in which fines from \$0 to \$30 were inflicted.

THE COTTON CROP.

On the Han the cotton crop is a good one. The demand by Japanese merchants for cotton during the last several years has encouraged the local farmers to sow cotton largely. This year the harvest is abundant. For some time past the Japanese buyers have been to various centres and purchased in large quantities. In former years much of the cotton crop went West. Now, however, it mostly all goes East. During a night trip on a freight-laden passenger launch, I met one of the Japanese buyers going to the Fairy Reach Town. His firm has several such buyers, who are alert, and directly cotton is expected on the local markets they visit them early and purchase all raw cotton possible. Up to all John Chinaman's tricks, they visit before John has had time to moisten the raw material with water of any kind in any way. In this way discoloration, as well as increased weight, are prevented. Once purchased, it is packed in large bales and shipped by native craft to Hankow. Here it is ginned by Japanese machines worked by Chinese labourers. Then packed in bales, bound with iron bands, and shipped to Japan. There it is prepared for the Chinese market and sent back as foreign yarn. Later it is possible the whole process may be accomplished in Hankow. The Japanese firm seem to pay their buyers well. The buyers' only complaint seems to be the difficulty of getting Hankow native merchants to work at reasonable hours. The early morning and forenoon is wasted. These concerns do not begin trading until late in the day. I have heard that bankers and others have more or less the same difficulty. The Japanese merchant is trying to bring about a more satisfactory state of things. Will he succeed where others have either failed or ceased to strive?—*Native Notes*.

SOUTH CHINA AT ST. LOUIS.

Canton has contributed to St. Louis Exhibition collections from the South of China, especially from Peking, Kiangchow, Swatow, Amoy, Foochow, and other places. The greatest attraction of all among the many exhibits from these regions is a pair of elephant tusks, most beautifully carved by Chum Kwankoo, who has spent thereon many years of hard art workmanship. These tusks, one of which has been specially made for this Fair, are exhibited by the amateur collector L. Albert, silk inspector of Siemsen and Co., Canton. However, as regards this exhibit, not only the ivory parts are works of art, the black teakwood carved stands on which the tusks rest are pieces of art unsurpassed at the Exposition.

Canton shows numerous other ivory and silver hand-made works also silk and grass cloth embroideries, blackwood furniture, screens, etc. In addition to the exhibits described from Canton, we have Wing Cheong, of Canton, who has an exhibition of fine silver and ivory ware, as well as silk piece goods and general wares. Both Reuter, Brockmann and Co. and Spandau, of Canton, have forwarded collections of old bronzes, among which deserve special mention Minotaur drums, which are supposed to be from 2,000 to 3,000 years old, and which are of archaeological interest, as they have only been unearthed a little over a year ago. Also O. Spandau's old bronze incense lamps from the time of the Han 206 B.C. to 25 A.D. are of much interest to the public. Furthermore Deacon and Co., of Canton, sent antique vases in red and blue arabesques 25 in. high, from the times of the Ming 1368 A.D. to 1644 A.D. E. W. Curry, of the I.M.C., sent a collection of photos illustrating the costumes of the natives in south-west Yunnan and the Shan States; Shawan, Temes and Co., of Hongkong, exhibit a very fine collection of Chinese mats and wallings accompanied by photos showing the various processes of mat manufacture; Swatow exhibits powder wares, articles, also grass cloth, fish net, sugar, tobacco, etc.; Amoy brought wooden idols, artificial flowers and other commercial goods; Foochow, including the Fookeen Provincial Government exhibit, showed its well-known lacquer-ware furniture, soapstone articles, a collection of stuffed birds, samples of lumber, &c.

HONGKONG GENERAL CHAMBER OF COMMERCE.

At a monthly meeting of the General Committee of the Hongkong General Chamber of Commerce, held in the Chamber Room, St. George's Building, on Wednesday, 5th October, at 3.30 p.m., present—Messrs. E. A. Hewett (Chairman), D. R. Law (Vice-Chairman), Hon. W. J. Gresson, Messrs. A. Haupt, N. A. Stols, J. R. M. Smith, R. C. Wilcox, A. G. Wood, Hon. R. Sheehan (ex officio), and A. R. Lowe (Secretary).

The minutes of monthly meeting held on 5th ultimo were read and confirmed.

It was reported that the Hon. Colonial Secretary had courteously informed the Chamber of the removal of quarantine restrictions against arrivals from Hongkong by the authorities at the ports of Singapore, Saigon, Batavia, Newchwang and Bangkok.

The Chairman referred to the correspondence regarding the stringent restrictions at Newchwang, and it was agreed to let the matter drop in view of the extraordinary circumstances in which the authorities were placed this year.

Further correspondence was read, and it was decided to recommend the Government to bring in Zone Time on the 1st January, 1905. The Secretary was authorised to publish the whole correspondence.

The correspondence relating to the recent joint letter to the Diplomatic Corps at Peking from the Chambers of Commerce at Shanghai, Tientsin, and Hongkong was read and passed for publication.

The copy of the new Convention on which the Government have asked the Chamber to give their opinion regarding its adaptability for use in Hongkong was discussed at some length and referred to a Sub-Committee for further report.

Further discussion took place on the above subject, and the matter was again adjourned until the next meeting.

The Chairman said that this was the first occasion they had met in the new offices, which would be found more convenient under existing conditions in which to transact the business of the Chamber than the old room; but the Committee would no doubt experience a feeling of regret in vacating the room in the City Hall, which had been occupied for 34 years, and in which so much good work had been done for mercantile interests of the Colony by their predecessors.

It was resolved that the settling of the terms of the three years' lease of the two offices rented by the Chamber from Messrs. Sheehan, Tomes & Co. should be left to the discretion of the Chairman or Vice-Chairman and Mr. A. R. Lowe (Secretary), who are empowered to sign the lease.

THE ATLANTIC TRADE AND GERMAN METHODS.

The *Berliner Tageblatt* learns from Eydt-kulmen, that two wood-merchants with Russian passports, who desired to proceed to London, and an emigrant, who was on his way to Liverpool, were prevented from continuing their journey. They were in possession of sufficient means in accordance with the Russian regulations, but they were informed that they could not be allowed to proceed unless they purchased tickets for the Hamburg-American Line or the North-German Lloyd. "In other words," remarks the correspondent of the *Berliner* journal, "Russians who have no intention whatever of going to America, but want to go to England, are only allowed to proceed if they book passages to the United States."

The *Berliner Tageblatt* comments upon this incident as follows:—

"It is, of course, intelligible, and it is highly entirely laudable, that the German Empire and the Prussian State should adopt precautions against the importation of diseases. But no one can understand how the purchase of a ticket from the Hamburg-American Line or from the North-German Lloyd should have the effect of a hygienic or other precaution which is unattainable in any other way. As Germans, we may warmly desire that the German shipping companies should prosper, and we shall rejoice if they emerge victorious from the campaign against the Cunard Line. But the State has other duties than to endeavour to secure good business for commercial companies. It is surely impossible to maintain in a situation which identifies in an altogether unwarrantable way the interests of a private business with the interests of the State so as to constitute a mockery of all sense of justice and humanity and to bring discredit upon Germany abroad."

STEAMER MOVEMENTS.

The mail s.s. *Mongolia* has been transferred at Nagasaki to the Portland and Asiatic S.S. Co.'s s.s. *Arabia*, due here on the 13th Nov.

The P.M. steamer *Mongolia* left Nagasaki for Manila on Monday, the 7th Nov., at 8 a.m., due there Friday, the 11th Nov., at daylight.

The P. & O. steamer *Conida* left Singapore for this port on the 5th Nov., at 4 p.m.

The A.A. steamer *Kish*, from New York, left Singapore on the 25th Oct. for Manila, and is due here on the 11th Nov.

The H.A.L. steamer *Sagayanta*, from Hamburg, left Singapore for this port on the 7th Nov., a.m., and may be expected here on the 13th Nov.

The Boston Steamship Co.'s steamer *Tremont* arrived at Victoria (B.C.) on the 4th Nov.

The C.P.R. steamer *Tartar* arrived at Shanghai at 2 a.m. on Sunday, the 6th Nov., and left again at 5.30 p.m. same day for Nagasaki, where she is due to arrive at 10 a.m. to-day.

The C.P.R. steamer *Athenian*, from Hongkong, &c., arrived at Vancouver on Saturday, the 5th Nov., at 5.30 p.m.

ENLARGEMENTS

The best way to preserve your Pictures is to have them enlarged. Small prints are liable to be thrown about and thus made dirty or lost; while enlarged ones, framed and hung up, will last or ever, besides serving as decorations to the walls.

LONG HING & CO.,
PHOTO GOODS DEALERS.

17A, QUEEN'S ROAD,
(Same Premises as Messrs. Ah Chee.)

Hongkong, 8th August, 1904.

HONGKONG PREFERRED AS THE PORT FOR TRANSSHIPPING.

A point in connection with the carriage of goods likely to be regarded as contraband, which shippers and shipowners would do well to note, is the right assumed by the Chinese to stop the passage of vessels through their ports having such cargo on board. A special case that came under the writer's notice, states a Shanghai correspondent of the *Times*, will suffice to illustrate the treatment. A French steamer brought from London a shipment of "tea leads" for Japan, and required there by a British firm for preparing teas for the American market. The steamer, acting within her rights, landed the cargo at Shanghai. Application was made to the Chinese Customs to be allowed to reship these "tea leads" to Japan in another steamer. This was refused, and it was not until pressure had been brought to bear that permission was given to ship the cargo back to Hongkong, whence it was forwarded to Japan. In the meantime the tea business of the firm concerned was placed at a serious disadvantage. This emphasises the warning to make Hongkong the place of trans-shipment rather than ports within Chinese jurisdiction.

NAVAL NOTES.

The appointment of Captain Percy Scott as Controller of the Navy, if the rumour which nominates him to that post proves well founded, would mean the promotion of one well known already to the public for his services in the late war and elsewhere.

A movement is on foot for the re-modelling of the Home Fleet. The ships of which it is composed are of varying degrees of speed, so the Fleet is to be divided into two new divisions, the first composed of the most modern and the fastest ships, and the second of the slower ones. The constitution of the first division, which Vice-Admiral Sir A. K. Wilson, V.C., will command, will probably be the battleships *Edinburgh* (flagship), *Russell*, *Seifour*, and *Triumph*, and the cruisers *Bedford* and *Keez*; while the second division, under Rear-Admiral Barlow, will consist of the battleships *Empress of India*, *Hood*, *Revenge*, *Royal Sovereign*, and *Royal Oak*, and the cruisers *Juno* and *Dido*.

The torpedo-boat destroyer *Chama* has been lost in the Gulf of Patras. While she was carrying out a full-speed trial one of her screw blades came off, piercing her bottom and causing her to sink. No lives were lost, but two stokers were scalded.

Messrs. Yarrow, of Poplar, who have just secured an important contract from the Austrian Government for the building of a large number of torpedo-boats and torpedo-boat destroyers, have decided to follow the design adopted in the case of the Japanese torpedo craft, built by the firm which have proved so successful. The new boats, with the exception of the introduction of some slight modifications and recent improvements, will be almost identical in size and tonnage, and this design has been preferred to the new craft, designated "Scouts," now being constructed to the order of the British Admiralty. Altogether, the contract embraces the construction of some 30 boats of both classes, although this number may be exceeded at a later date. The new vessels will be of sufficient power and capacity for ocean-going purposes.

Captain Jack Jellicoe, C.B., who, it is rumoured, will go to the Admiralty as Director of Naval Ordnance when Sir John Fisher takes over the office of First Sea Lord, entered the Navy in 1872, after passing first off the *Britannia*. He has seen a good deal of active service; for he was in Egypt in 1882, and in China in 1900, when he commanded the Naval Brigade and was Chief of the Staff to Admiral Sir Edward Seymour. He was severely wounded through the lungs at Peitsang, Captain Jellicoe is now second in command of the Cruiser Squadron, and his own ship, the *Drake*, has reached the highest efficiency in shooting.

Sir Cyprian Bridge's letter in *The Times* ought finally to settle the matter in dispute between the War Office and the Admiralty. Sir Ralph Knox stated originally that all the increase in foreign garrisons, now to be reduced, was due to Admiralty pressure. He has since watered down, under the pretence of repeating his first statement, the strength of the accusation; but the gist of the matter is still ignored. The War Office originally decided on the paper strength of the garrisons. The Admiralty, finding that the scheduled strength was not in practice kept up, urged that the omission should be made good; and their reason was that in case of war the Navy would be greatly harassed by having to take out little relays of men to all manner of garrisons. But this is a very different thing from demanding heavy garrisons as an integral part of Naval policy.

The idea of introducing officers and men of the mercantile marine into non-combatant ships of the British Navy, as has been done in the cases of the hospital ship *Maine* and the distilling-ship *Aquaria*, is shortly to be extended. It is now proposed to substitute merchant crews for Naval officers and men on such ships as the storeships *Wye* and *Tyne*. Admiral Sir John Fisher is to be credited with this departure, which is, indeed, a very wise one. The Navy wants its officers and men to be in a state of the highest efficiency in the fighting line, and this is practically impossible on a storeship. The men forget nearly everything they have learnt in the direction of gunnery. They get entirely out of practice, and are to all intents and purposes wasting their time. The experiment has proved highly satisfactory on the *Aquaria*, which has an entirely merchant service crew, and also on the *Maine*, where most of the officers and men are merchant service men.

TRADE MARK.



TELEPHONE No. 135.

HAVE YOU TRIED

"YEBISU"

THE FAMOUS BEER OF JAPAN.

THIS IS A

PURE
PLEASING
POPULAR
PALATABLE
PRODUCTION

\$16.00 PER CASE OF 8 DOZEN BOTTLES.

SOLE AGENTS

H. PRICE & CO.

12, QUEEN'S ROAD CENTRAL.

ROBINSON PIANO
CO., LD.

NEW IRON

FRAMED

PIANOS

\$425.00

GUARANTEED FOR CLIMATE.

MASTER

PIANO

PLAYERS

\$385 AND \$500

PLAYING ALL THE NOTES OF THE

PIANO \$650

PERSONALLY SELECTED

PIANOS BY

BECHSTEIN.

KAPS.

HOPKINSON.

KRAUSS.

RACHALS. &c.

BABY

GRANDS

Hire OR Credit

Hongkong, 10th October, 1904. [2150]

DR. NEWELL WILSON,

DENTIST.

Latest American Methods.
Reasonable Fees.
No charge for examinations.
Office hours 9 A.M. to 5 P.M.

1st FLOOR, WATKINS' BUILDINGS.

31, Queen's Road Central.

Hongkong, 19th October, 1904. [33]

PUBLIC COMPANIES

A. S. WATSON & CO., LIMITED.

ISSUE OF 30,000 NEW SHARES OF \$10 EACH.

SHARE CERTIFICATES will be ready for delivery on and after the 20th instant, and may be obtained on application at the Company's Office, Alexandra Buildings, in exchange for Hongkong and Shanghai Banking Corporation's receipt.

JOHN D. HUMPHREYS & SON, General Managers.
Hongkong, 19th October, 1904. [2475]

LOST.

THE CHINA PRINCIDENT LOAN AND MORTGAGE COMPANY, LIMITED.

THE CERTIFICATE No 3232 of 50 SHARES numbered 5191/8170 in this Company standing in the name of JAMES ROBERTSON ALEXANDER has been lost. NOTICE IS HEREBY GIVEN THAT Duplicate Certificate for the said 50 Shares will be issued one month hence, and that the Original Certificate unless produced within that period will thereafter be held by the Company as null and void.

SHEWAN, TOMES & CO., General Managers.
Hongkong, 19th October, 1904. [2376]

HUMPHREYS' ESTATE AND FINANCE COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN THAT a Call of \$7.50 per Share has been made in respect of all Shares not fully paid up, and that such call is Payable on 2nd January, 1905, at the Registered Office of the Company, Alexandra Buildings, Des Vaux Road, Hongkong.

JOHN D. HUMPHREYS & SON, General Managers.
Hongkong, 1st November, 1904. [2573]

NOTICE FROM SHANGHAI.

DURING the Cold Weather HOPKINS' BUTCHERY at Shanghai will be prepared to supply its patrons in Hongkong with Prime Fresh and Corned Beef, and Pork, Game, Brawn, Pork and Game Pies, also Sausages, &c., &c.
Shanghai, 31st October, 1904. [2559]

NOTICE OF REMOVAL.

MESSES F. BLACKHEAD & CO. have REMOVED their business to the Ground Floor of ST. GEORGE'S BUILDING.
Hongkong, 27th October, 1904. [2536]

FOR SALE

FOR SALE.

A FIVE-ROOMED HOUSE at the Peak. Also, a finely situated Croquet Ground near to above.
For particulars, apply to—
TURNER & CO.
Hongkong, 22nd October, 1904. [2494]

FOR SALE.

STEEL MOTOR LAUNCH, 28 feet by 6 feet 9 inches beam; fitted with 6 H.P. Motor; speed about 7 miles; perfect order.
Apply to—
MOTOR.
Care of Daily Press Office.
Hongkong, 27th October, 1904. [2534]

FOR SALE.

A SMALL Lot of Fine Old JAPANESE INROS, LACQUER, and PORCELAIN.
LOCK HING, Queen's Road Central.
Hongkong, 1st November, 1904. [2571]

FOR SALE.

TWO Fast Twin-Screw Steamers

"CHU KONG"
Length ... 142 feet.
Breadth ... 23 feet.
Draft ... 6 feet.
Registered 280 tons. Built of Steel and Furnished with Electric Light.
"PAK KONG"
Length ... 160 feet.
Breadth ... 22 feet.
Draft ... 8 feet.
Registered 300 tons. Built of Teak Wood.
For further particulars, apply to—
42, WING LOK STREET, Hongkong.
Hongkong, 1st November, 1904. [2572]

FOR SALE.

A LUCRATIVE PUBLICAN'S BUSINESS in Hongkong. Established over Ten Years. Apply to—
WILKINSON & GRIST, 9, Queen's Road.
Hongkong, 2nd November, 1904. [2594]

TONG CHONG WO & CO.

Manufacturers of Hand-made Pure HAVANA CIGARS and CIGARETTES. They are made of best Havana leaves and possess a mild and choice flavour. Inspection courteously invited.
Hongkong, 26th May, 1904. [1233]

WEI CHEETOO & CO.

IMPORTERS, EXPORTERS AND GENERAL COMMISSION AGENTS. SPECIALITY: HUMAN HAIR. No. 12, Pottinger Street, Hongkong. Agents:—
CHIEF CHONG, Dealer in Human Hair. SHUN LOONG, Preserved Ginger Factory. CHOW LUNG YEE, Fire Cracker Factory.
Hongkong, 1st June, 1904. [1887]

VISITORS TO CANTON Should purchase "FROM HONGKONG TO CANTON BY THE PEARL RIVER."

CAPTAIN C. V. LLOYD (of HANKOW With Illustrations, Maps and Plans.
Price ... \$1.30

On Sale at—
Hongkong: "DAILY PRESS" Office.
Messrs. KELLY & WALSH.
Messrs. W. BREWER & CO.
Canton: Messrs. A. S. WATSON & CO.
Hongkong, 4th October, 1903.

INSURANCES

NORTHERN ASSURANCE CO

FIRE and LIFE.

ESTABLISHED 1836.

THE Undersigned are prepared to accept First Class Foreign and Chinese RISKS against FIRE at Current Rates. Also to accept proposals for LIFE ASSURANCE. Prospectuses on application.

TURNER & CO., Agents.

Hongkong, 23rd September, 1903. [2307]

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

TOTAL FUNDS AT 31st DECEMBER, 1903. £16,898,650.

I. AUTHORIZED CAPITAL... £3,000,000
SUBSCRIBED CAPITAL... 2,750,000
PAID-UP CAPITAL... 687,500 0 0
II. FIRE FUNDS... 3,956,981 12 3

The Undersigned AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SHEWAN, TOMES & CO., Agents.

Hongkong, 18th June, 1904. [1888]

THE WESTERN ASSURANCE COMPANY OF TORONTO AND LONDON.

INCORPORATED A.D. 1851.

MARINE BRANCH.

THE Undersigned having been appointed AGENTS for the above are prepared to accept risks at current rates.

ALEX. ROSS & CO.

Hongkong, 28th April, 1904. [1121]

UNION OF PARIS FIRE INSURANCE COMPANY, LIMITED

THE Undersigned having been appointed AGENTS for the above Company are prepared to accept RISKS against FIRE at Current Rates.

SIEMSEN & CO.

Hongkong, 1st January, 1904. [105]

AACHEN AND MUNICH FIRE INSURANCE CO.

OF AIX-LE-CHAPPEL.

THE Undersigned, having been appointed AGENTS for the above Company are prepared to ACCEPT RISKS against FIRE at Current Rates.

REUTER, BROCKELMANN & CO., Agents.

Hongkong, 21st April, 1897. [9]

BOARD AND RESIDENCE

BOARD AND RESIDENCE.

MRS. GILLANDERS.

"GLENWOOD,"
27, CAINE ROAD.
Hongkong, 19th March, 1904. [2265]

"TANG YUEN" BOARDING ESTABLISHMENT.

European Supervision. Excellent Cuisine and Accommodation.
Apply—
MANAGERESS,
Macdonnell Road

or

FAIRALL & CO., Queen's Road

Hongkong, 2nd March, 1903. [71]

BOARD AND RESIDENCE.

COMFORTABLY FURNISHED ROOMS, with Board.

Apply to Mrs. MATHER,

2, Padders Hill.

Hongkong, 1st January, 1892.

MITSU BISHI DOCKYARD AND ENGINE WORKS,

NAGASAKI.

CODE WORD: "DOCK," NAGASAKI. A.I., A.B.C., Scott's and Engineering Code Used.

DOCK No. 1 (at TATEGAMI)

Extreme Length... 523 feet.
Length on Blocks... 513
Width of Entrance on Top... 89
Width of Entrance on Bottom... 77
Water on Blocks at Spring Tide 261

DOCK No. 2 (at MUKAJIMA)

Extreme Length... 371 feet
Length on Blocks... 350
Width of Entrance on Top... 66
Width of Entrance on Bottom... 53
Water on Blocks at Spring Tide 22
PATENT SLIP (at KOSUGE).
Can take vessels up to 1,000 tons gross.

THE WORKS are well equipped with the LATEST IMPROVEMENTS and can execute any kind of work in SHIPBUILDING and MARINE ENGINEERING as well as in REPAIRING OF SHIPS.

The COMPANY has SALVAGE STEAMER, 712 TONS GROSS, FITTED with POWERFUL SALVAGE PLANT READY AT SHORT NOTICE. 1703

PURE FRESH WATER.

THE HONGKONG STEAM WATER BOAT CO., LD., is prepared to supply ANY QUANTITY of PURE FRESH WATER to the Shipping, both for Deck and Boilers.

Call Flag W.

J. W. KEW, Manager.

1st Floor, 37, Connaught Road

Hongkong, 13th June, 1903.

"THE EAST OF ASIA."

(Published Quarterly.)

CONTAINING Articles of Special Interest. Profusely Illustrated, descriptive of the people, Customs, &c., of the Far East.

The kindly Press criticisms, both Continental and American, that the production of this Magazine has evoked is eloquent testimony of its sterling merit of the publication.

Price \$1.50.

On Sale at "NORTH CHINA HERALD OFFICE, Shanghai."

Messrs. KELLY & WALSH, Hongkong;

and all leading Booksellers in the Far East

Hongkong, 14th February, 1903.

HAMBURG.

[FROM OUR CORRESPONDENT.]

HAMBURG, 4th October.

COTTON.

A notice appeared in the press some time ago stating that the principal cotton spinners and manufacturers of Russia and Poland had opened an office in Augsburg for the sale of their goods, as owing to the war in the East they found it difficult to dispose of their production at home. The *Textil Zeitung* of Berlin has an article on the subject in which it is said that the hopes entertained by the Russian textile industry of being able to compete successfully in other European markets are based on the extension of the system of drawbacks which came into operation on July 1 of the present year, and that the rates granted ostensibly as a return of a portion of the duty paid on the raw material and the machinery when imported deserve careful consideration. The law provides that on cotton yarn and goods exported to foreign countries, including the district of the Amur, there shall be refunded:

R. 5.30 per pud on raw or bleached yarns.

R. 5.55 per pud on dyed or printed yarns.

Turkey red being excepted, on which R. 6.10 will be allowed.

R. 5.45 per pud on all cotton fabrics such as table linen and other kinds of calico, raw or bleached, hemmed or unhemmed.

R. 5.75 dyed or printed, unless the colour be Turkey red, when the rate will be R. 6.25.

Woolen goods are to be favoured in a like manner, such, of which two square Archina weigh one pound or less, receiving R. 9.45 per pud.

It does not appear, however, from the somewhat loosely-worded text of the law that proof will be demanded as to actual employment of foreign material and plant in the manufacture of the articles, but that the drawback will be granted in all cases, which would constitute it an export premium pure and simple. It is not paid in cash, but in Custom receipts, of which those for cotton goods are available for the payment of the import duty on raw cotton and those for the woollens for the payment of that on imported sheep wool if uncombed and unspun.

The import duty on cotton according to the present tariff amounts to R. 3.15 per pud, and that on sheep wool, if uncombed and unspun, to R. 3, and if dyed to R. 4.50.

The *Textil Zeitung* thinks it may be safely assumed in a general way that the attempt of the Russian manufacturers to force the sale of their production in this country will meet with but scant success, but those engaged in the textile industries in Germany will do well to keep an eye on the further development of the scheme and to note the manner in which this system of drawbacks works in practice. The meagre text of the law leaves many important points vague and undecided; it will therefore be necessary to watch its application carefully in order to arrive at a just appreciation of its likely effects. The Russian Government has on several occasions denied the existence of export premiums, although they were actually being paid; it would be a singular proceeding on her part if she were simultaneously with an increase in the import duties on textile fabrics, to inaugurate a policy of export premiums to the double detriment of foreign competition.

It would be a new and entirely unforeseen factor to be well borne in mind in negotiating a new treaty of commerce with Russia.

ROWLAND'S MACASSAR OIL FOR THE HAIR

Preserves, Beautifies, Nourishes It. Nothing equals it. 110 years proves this fact. Golden Colour for Fair Hair. Of Stoves, Chambers, Hairdressers.

353-1

A BETTER FEELING. It is gratifying to note that the Pan-German Federation—the *Alldentscher Bund*—have at last come to see the error of their ways in having heaped unmeasured abuse upon England and the English during the war in South Africa and in continuing their vituperations more or less ever since. In reviewing a most anti-German book which has recently been published in London one of their leading organs expresses its regret at the tone assumed by the Bund, when stirred to the depth of their souls by sympathy for the unfortunate Boers. Great Britain had by her conduct provoked their righteous indignation, and is therefore chiefly to blame, still it admits that nothing could justify some of the language used nor acts such as the selling in the streets of Berlin of spittoons bearing the effigy of so eminent a statesman as Mr. Joseph Chamberlain. Animosity against England was to be deprecated, and should be guarded against, for although commercial rivalry between the two nations was bound to become keener as time went on, there was no reason why it should engender feelings of bitterness and rancour.

It is to be hoped that similar sentiments may gradually prevail at home, and that these newspapers which now delight in fostering unkindly feelings towards Germany may recognize the mistake they are making and cease from all ill imputations. Some of them have lately been trying to make capital out of the Government regulation concerning the passage through Germany of emigrants from Russia and Poland on their way to the United States. To be allowed to cross the frontier cabin passengers have to be provided with a passport, in due order and a certain amount of ready money, whilst steerage passengers are only permitted to pass if in possession of tickets of the Hamburg-American Line or the North German Lloyd. This has been represented by some as a measure intended to favour the two German lines at the cost of their foreign competitors and as an attempt to curry favour with Russia by rendering the escape of political fugitives more difficult. According to a communication addressed to the papers by the Hamburg-American Line it turns out, however, that the regulations were issued on sanitary grounds when the cholera epidemic broke out in this city in 1902 the origin of it was traced to emigrants from Russia, &c., whereupon the Prussian Government at once established a quarantine station near Spandau for the examination of all emigrants from those parts. This was taken over by the Hamburg-American line, the North German Lloyd, and the Red Star Line of Antwerp, who have borne the entire cost of it ever since, enlarging it and providing it with all modern comforts and improvements. Here steerage passengers arriving from the frontier are subjected to a medical examination and detained in strict seclusion from the outer world for a certain time before being allowed to proceed to Hamburg or Bremen for embarkation. The companies, moreover, take the entire responsibility for those whom the immigration officers of the United States may refuse to admit.

It will be seen from the foregoing that the object of the regulations has been misunderstood, and it can cause no surprise that the Government should confine the right to carry Slavish emigrants to those two powerful companies who, besides defraying the whole expense of the quarantine station, offer every guarantee for the due fulfilment of their obligations.

THE SWATOW GRASS CLOTH, SILK and DRAWN THREAD WORK DEPARTMENT.

Wholesale and retail quotations particulars and samples, will be sent free on application to the above depot.

Swatow, 5th June, 1904. [2160]

ON SALE.

MAP OF THE SIKIANG or WEST RIVER.

From HONGKONG to WUCHOWFU, Showing the Ports and Calling Places Opened to Foreign Trade, 1897. Published at Daily Press Office.

Price 25 Cents, Cash.

Hongkong, 1st April, 1897.

THE CIGARETTES OF THE FUTURE.

ONCE SMOKED ALWAYS SMOKED.

E. D. PROTOPAPAS & CO.
ALEXANDRIA & CAIRO, EGYPT.
FINEST EGYPTIAN CIGARETTES.

TRADE MARK.



LOTUS,
Large Size \$5.00 per 100
Gold Tippee Medium Size
\$3.75 per 100

ZAFAR,
Large Size \$4.00 per 100
Medium Size \$4.20

KARIM,
Large Size \$3.75 per 100
Medium Size \$3.50

THABIT,
Large Size \$3.00 per 100
Medium Size \$2.75 per 100

SOLE AGENTS FOR HONGKONG:

KRUSE & CO., CONNAUGHT HOUSE.

ARNHOLD, KARBERG & CO.

LARGE STOCK

OF

LIGHT

RAILWAY

MATERIAL

Hongkong, 1st October, 1904. [a333]

CARTRIDGES.

IMPORTED EVERY MONTH, THEREFORE ALWAYS FRESH

ELEY'S, SCHULTZ'S, AMBERITE and KYNOK'S SPORTING CARTRIDGES 8, 10, 12, 16, and 20 BORE, and NEWCASTLE CHILLED SHOT in all Sizes, Nos. 10 to 55SG. AIR GUNS and AMMUNITION in Variety.

WM. SCHMIDT & CO.

Hongkong, 28th November, 1902. [2457]

CARBOLINEUM-AVENARIUS

Known all over the World as a thoroughly effective preserver of Wood against White Ants, Pangus, Dry-rot, Decay.

Number of Testimonials from Authorities as well as from Private Customers.

LUTGENS, EINSTAMANN & CO.

Sole Agents for China.

Hongkong, 19th July, 1904. [161]

HIRANO WATER.

THE QUEEN OF TABLE WATERS.

PURE, SPARKLING, INVIGORATING.

THE LEADING MINERAL WATER OF THE EAST

Bottled in Japan by H. E. REYNELL & Co.

BEWARE OF JAPANESE IMITATIONS.

F. BLACKHEAD & CO., AGENTS.

Hongkong, 31st July, 1903. [2578]

QUAN WAH & CO.

GRANITE AND MARBLE MERCHANTS.

EXPORTERS AND CONTRACTORS.

Sole Agents of

QUAN TAT & CO., Lime Manufacturers.

All descriptions of

GRANITE and MARBLE FOR EXPORT.

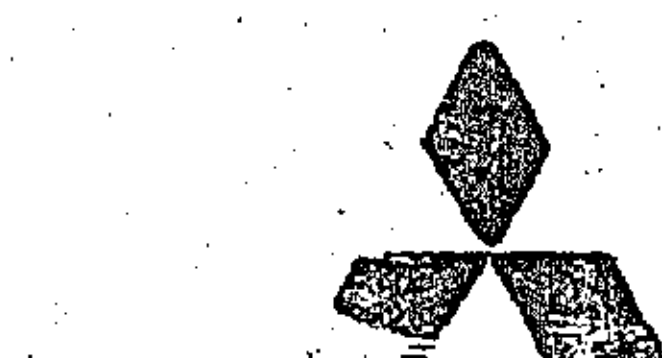
Dealers in

GRANITE and MARBLE MONUMENTS

Prices & Estimates on Application.

No. 1, QUEEN'S ROAD, EAST.

Hongkong, 17th October, 1899. [2458]



MITSUBISHI GOSHI-KWAISHA

(MITSUBISHI CO.)

COAL DEPARTMENT

MARUNO-UCHI, TOKIO.

Cable Address, "IWASAKI,"

which applies to all Branch Offices and Hong-

kong and Shanghai Agencies.

All Letters Addressed:—

MANAGER, MITSUBISHI CO., with name of

place under.

BRANCH OFFICES:—

NAGASAKI, MOJI, KOBE, KARATSU

AND HANKOW.

AGENCIES:—

SHANGHAI: H. J. H. TRIPP.

HONGKONG: H. U. JEFFRIES.

Cable Address, "IWASAKI,"

YOKOHAMA: M. ASADA.

CONTRACTORS OF COAL to the Imperial

Japanese Navy and Foreign Navies; the

Imperial Armies; the Imperial Railways;

Sanyo, Kishu and the other Principal Rail-

ways; Industrial Works; Home and Foreign

Mail and Freight Steamers.

EXPORTERS OF COAL to Hongkong,

Shanghai, Hankow, Singapore, Manila, North

China, Korean ports and America.

SOLE PROPRIETORS of Takashima,

Uchi, Shinetsu, Namazutsu and Kami-Yamada

Collieries and also Hojo Colliery, which will be

ready to produce on a large scale the best Hazan

Coal from 1905.

Sole Agents for Kigio, Komatsu (Tagawa)

and Matsushima Coals.

The Head and Branch Offices and the Agencies

of the Company will receive orders for

Coal produced from the above Collieries.

Coal sold in 1903 by the Company amounted to

1,210,000 tons.

TAKASHIMA COAL.

New and additional shafts at the Takashima

Colliery have been completed and this well-

known best and most economical steam coal in

the EAST is now produced in abundance and

can be supplied in any quantity.

Hongkong, 28th April, 1904. [11]

AUTOMATIC MAUSER PISTOLS.

CALIBRE 7.63 m.m.

SHIPPING.

ARRIVALS.

Accor. British str. 7,785, C. R. Cox, 7th Nov.
 Durban 27th Sept.—Gibb, Livingston
 & Co.
 DU. Portuguese gambel, 720, Capt. Contino,
 7th Nov.—from Macao.
 GLENTURER, British str., 3,026, R. Webster,
 7th Nov.—Middlesboro, Antwerp, London
 and Singapore 1st Nov., General—McGregor
 Bros. & Co.
 HAILAN, French str., 377, L. Andersen, 7th
 Nov.—Fakel 29th Oct. and Hailan
 5th Nov., General—A. R. Marty.
 KWANGLE, Chinese str., 1,460, Lincoln, 7th
 Nov.—Canton 6th Nov., General—
 Chinese.
 KWANGSHAN, Chinese str., 1,536, Wm. H. Lunt,
 7th Nov.—Shanghai 4th Nov., General—
 Chinese.
 PERIN, British str., 2,522, C. R. Longden, 7th
 Nov.—London and Singapore 31st
 Oct., General—P. & O. S. N. Co.
 RINALDO, British str., 980, D. St. A. Wake,
 7th Nov.—Shanghai 4th Nov.
 SERUN, Norwegian str., 865, E. Fingelsen, 7th
 Nov.—Kobe via Moji 1st Nov., General—
 Chinese.
 WOSANG, British str., 1,072, H. S. Malkin, 7th
 Nov.—Tientsin via Chefoo and Swatow
 20th Oct., General—Jardine, Matheson
 & Co.
 YUENSANG, British str., 1,124, Koller, 7th Nov.—
 Manila 4th Nov., General—Jardine,
 Matheson & Co.

CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE.
 7th November.
 Belgian King, British str., for Kobe.
 Elan, British str., for Shanghai.
 Matilde, German str., for Swatow.
 Phronox, German str., for Swatow.
 Telena, British str., for Singapore.
 Vermont, British str., for Newcastle.
 Wosang, British str., for Canton.

DEPARTURES.

EDENDALE, British str., for Moji.
 Fearless, British gambel, for Singapore.
 7th November.

VESSELS IN DOCK.

ABERDEEN DOCKS.—
 Kowloon Dock.—Lika, U.S.S. Fishamer,
 Argus, Matilde, Longwood, Kowloon, H.M.S.
 Fame, H.M.S. Whiting.
 COSMOPOLITAN DOCK.—Derwent, Cleantico,
 Taisan.

VESSELS ON THE BERTH

DOUGLAS STEAMSHIP COMPANY.
 LIMITED.

FOR SWATOW, AMOY AND FOCHOW.
 THE Company's Steamship

"HAIMUN."
 Captain Robson, will be despatched for the above
 ports TO-DAY, the 8th inst., at 11 A.M.
 For Freight or Passage, apply to
 DOUGLAS LAPELLE & CO.,
 General Managers, 2009

Hongkong, 5th Nov. inst., 1904.

FOR SINGAPORE, PENANG AND
 CALCUTTA.

THE Steamship

"GREGORY APCAR."
 Captain J. G. Offert, will be despatched for the
 above ports TO-DAY, the 8th inst., at 3 P.M.
 For Freight or Passage, apply to
 DAVID SASSON & CO., LD.,
 Agents, 2575

Hongkong, 2nd November, 1904.

NIPPON YUSEN KAISHA.

FOR NAGASAKI, KOBE AND
 YOKOHAMA.

THE Bucknall Line Steamship

"MANICA."
 Captain Leslie, will be despatched for the above
 ports TO-DAY, the 8th inst., at 4 P.M.
 For Freight, apply to
 A. S. MIHARA,
 Agent, 2592

Hongkong, 2nd November, 1904.

FOR SHANGHAI, TSINGTAU AND
 CHEMULU.

THE Steamship

"MELITA."
 Captain Le Prevost, will be despatched for the
 above ports TO-MORROW, the 9th inst., at
 3 P.M.
 For Freight or Passage, apply to
 SIEMSEN & CO.,
 Agents, 2620

Hongkong, 7th November, 1904.

NORDDEUTSCHER LLOYD, BREMEN.

IMPERIAL GERMAN MAIL LINE.

FOR SHANGHAI, NAGASAKI, HIOGO
 AND YOKOHAMA.

THE Imperial German Mail Steamship

"PREUSSEN."
 Captain R. Dahl, due here with the out-
 ward German Mail about WEDNESDAY,
 will leave for the above places about 12/24 hours
 after arrival.

NORDDEUTSCHER LLOYD.

For Further Particulars, apply to
 MELCHERS & CO.,
 Agents, 2609

Hongkong, 7th November, 1904.

STEAMSHIP SERVICE TO NEW YORK
 VIA PORTS AND SUEZ CANAL.

THE Steamship

"KENNEBEC."
 will be despatched as above on or about the 18th
 inst., instead of as previously advertised.
 For Freight or further information, apply to
 STANDARD OIL COMPANY
 OF NEW YORK
 Oriental Freight Department,
 Hongkong, 14th October, 1904. [2439]

FOR CANTON.

THE new and fast Twin-Screw Steamer

"SAN CHEUNG."
 951 Tons, Captain J. McGinty, will leave for
 Canton at 9 P.M. on SUNDAYS, TUES-
 DAYS and THURSDAYS and return to
 Hongkong on the following days, leaving Canton
 at 5 P.M. Excellent accommodation, electric
 light, and perfect cuisine. Wharf at Hongkong
 near Harbour Office.

First-class Fare, \$3 each way. Second-
 class, \$1.50 each way. Meals, \$1 each.
 Cargo Freight very moderate.

CHEUNG ON STEAMBOAT CO., LD
 No. 147, Connaught Road Central,
 Hongkong, 15th March, 1904. [2]

VESSELS ADVERTISED

To ascertain the anchorage of any Vessel, the Harbour has been divided into four sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked K, nearest Hongkong II, midway between Hongkong and Kowloon M, and those vessels berthed at the Kowloon Wharf K.W., together with the number denoting the section.

1. From Green Island to the Harbour Master's.
 2. From Harbour Master's to Blake Pier.

3. From Blake Pier to Naval Yard.
 4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & REG.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON & ANTWERP, VIA SINGAPORE, &c.	MARILA	Brit. str.	1 m.	H. G. H. Lowell, R.N.	P. & O. S. N. Co.	About 9th inst.
LONDON, AMSTERDAM & ANTWERP	MACHAON	Brit. str.	1 m.	H. W. Kempf, R.N.	BUTTERFIELD & SWIRE	On 12th inst.
LONDON, ACC. VIA PORTS OF CALL	CHISAN	Brit. str.	1 m.	McIntosh	P. & O. S. N. Co.	On 19th inst., at Noon.
LONDON & ANTWERP	BENALDER	Brit. str.	1 m.	T. G. Sleeves	GIBB, LIVINGSTON & CO.	About 19th inst.
LONDON & ANTWERP	JASON	Brit. str.	1 m.		BUTTERFIELD & SWIRE	On 22nd inst.
AMSTERDAM, LONDON & ANTWERP	TELEMACHUS	Brit. str.	1 m.		BUTTERFIELD & SWIRE	On 26th Dec.
AMSTERDAM, LONDON & ANTWERP	DIOMED	Brit. str.	1 m.		BUTTERFIELD & SWIRE	To-morrow, at Noon.
BREMEN, VIA PORTS OF CALL	FRANZES ALICE	Ger. str.	k.w.	P. Wetlin	MELCHERS & CO.	On 19th inst.
HAVRE, BREMEN & HAMBURG	SLAVONIA	Ger. str.	k.w.	Madsen	HAMBURG-AMERIKA LINE	On 19th inst.
HAVRE & HAMBURG	SEGOVIA	Ger. str.	k.w.	Schoenfeldt	HAMBURG-AMERIKA LINE	On 19th inst.
HAVRE & HAMBURG	SENIGALIA	Ger. str.	k.w.	Forst	HAMBURG-AMERIKA LINE	On 19th inst.
HAVRE & HAMBURG	ARMENIA	Ger. str.	k.w.	von Hoff	HAMBURG-AMERIKA LINE	On 19th inst.
HAVRE & HAMBURG	C. FERR. LAEISZ	Ger. str.	k.w.	Berborovich	HAMBURG-AMERIKA LINE	On 19th inst.
TRIESTE, &c. VIA SINGAPORE, &c.	MARIA VALERIE	Brit. str.	1 m.	R. Day	BUTTERFIELD & SWIRE	On 27th Dec.
GENOA, MARSEILLES & LIVERPOOL	AGAMEMNON	Brit. str.	1 m.	J. Melheuch	BUTTERFIELD & SWIRE	On 11th Jan.
GENOA, MARSEILLES & LIVERPOOL	KARNEB	Brit. str.	1 m.		BUTTERFIELD & SWIRE	On 15th inst., P.M.
NEW YORK, VIA PORTS & SUEZ CANAL	ST. HUGO	Brit. str.	1 m.		BUTTERFIELD & SWIRE	On 20th Dec.
NEW YORK, VIA PORTS & SUEZ CANAL	BREIT-IZEL	Brit. str.	1 m.		BUTTERFIELD & SWIRE	About 18th inst.
NEW YORK, VIA PORTS & SUEZ CANAL	CLAYDALE	Brit. str.	1 m.		BUTTERFIELD & SWIRE	About 25th inst.
NEW YORK, VIA PORTS & SUEZ CANAL	RAS ISSA	Brit. str.	1 m.	R. Porrett	BUTTERFIELD & SWIRE	About 30th Dec.
NEW YORK, VIA PORTS & SUEZ CANAL	ENTREPRENEUR OF INDIA	Brit. str.	2 m.	R. Archibald	BUTTERFIELD & SWIRE	On 20th Jan.
VANCOUVER, VIA SHANGHAI, &c.	ATHENIAN	Brit. str.	1 m.		BUTTERFIELD & SWIRE	On 19th inst.
VICTORIA (B.C.) & PACOMA VIA JAPAN	BRUN	Brit. str.	1 m.		BUTTERFIELD & SWIRE	On 17th Dec.
PORTLAND, GREGON	TEXAN	Brit. str.	1 m.		BUTTERFIELD & SWIRE	On 19th inst., at Daylight.
AUSTRALIAN PORTS	ARABIA	Brit. str.	1 m.		BUTTERFIELD & SWIRE	On 16th inst.
YOKOHAMA, VIA SHANGHAI, MOJI & KOBE	EMPIRE	Brit. str.	1 m.	P. T. Holmes	GIBB, LIVINGSTON & CO.	On 16th inst., at Noon.
NAGASAKI, KOBE & YOKOHAMA	CANDIA	Brit. str.	1 m.	H. E. Kitch, R.N.R.	P. & O. S. N. Co.	About 18th inst.
KOBE	MANICA	Brit. str.	1 m.	Leslie	NIPPON YUSEN KAISHA	To-day, at 4 P.M.
SHANGHAI, NAGASAKI, HIOGO & YOKOHAMA	CHANGHUA	Brit. str.	1 m.		BUTTERFIELD & SWIRE	On 26th inst.
SHANGHAI, TSINGTAU & CHEMULU	PREUSSEN	Ger. str.	1 m.	K. Dahl	BUTTERFIELD & SWIRE	Quick despatch.
SHANGHAI	MELITA	Brit. str.	1 m.	Lo Prevost	BUTTERFIELD & SWIRE	To-morrow, at 3 P.M.
AMOI, STRAITS & RANGOON	NEHA	Brit. str.	1 m.	F. N. Tillard	BUTTERFIELD & SWIRE	On 10th inst.
FOCHOW, VIA SWATOW & AMOY	PENTAKOTA	Brit. str.	1 m.	C. Willis	BUTTERFIELD & SWIRE	About 18th inst.
TAMU, VIA SWATOW & AMOY	TRIUMPH	Jap. str.	1 m.	A. Hansen	BUTTERFIELD & SWIRE	On 13th inst., at Daylight.
TAMU, VIA SWATOW & AMOY	PROVIDENCE	Jap. str.	1 m.	T. Brandt	BUTTERFIELD & SWIRE	To-morrow, at Daylight.
ANPING, VIA SWATOW & AMOY	PROVIDENCE	Jap. str.	1 m.	H. A. Haraldsen	BUTTERFIELD & SWIRE	On 13th inst., at Daylight.
SWATOW, AMOY & FOOCHOW	CHIMIL	Brit. str.	1 m.	C. Cornelissen	BUTTERFIELD & SWIRE	On 24th inst., at Daylight.
SWATOW, CHEFOO & TIENTSIN	TEAN	Brit. str.	1 m.	Robson	BUTTERFIELD & SWIRE	On 16th inst., at Daylight.
MANILA	YUNSAO	Brit. str.	1 m.	Sommerville	BUTTERFIELD & SWIRE	To-day, at 11 A.M.
MANILA DIRECT	ZAFIRO	Brit. str.	1 m.	R. Ridger	BUTTERFIELD & SWIRE	On 16th inst.
MANILA DIRECT	RUBI	Brit. str.	1 m.	R. W. Almond	BUTTERFIELD & SWIRE	On 11th inst., at 4 P.M.
MANILA DIRECT	TREMONT	Brit. str.	1 m.	T. W. Gaudick	BUTTERFIELD & SWIRE	On 12th inst., at 10 A.M.
CHU & ILOILO	KALFON	Brit. str.	1 m.		BUTTERFIELD & SWIRE	About 2nd Jan.
KUDAT & SANDAKAN	BOHNE	Brit. str.	1 m.		BUTTERFIELD & SWIRE	On 18th inst.
SINGAPORE, PENANG & CALCUTTA	GREGORY APCAR	Brit. str.	1 m.		BUTTERFIELD & SWIRE	Quick despatch.
SINGAPORE, COLOMBO & BOMBAY	MAZAGON	Brit. str.	1 m.	J. G. Offert	DAVID SASSON & CO., LD.	To-day, at 3 P.M.
SINGAPORE, PENANG & CALCUTTA	LARANG	Brit. str.	1 m.	W. H. S. Hall	P. & O. S. N. Co.	On 15th inst., at 3 P.M.
ICAN PAY VIA SINGAPORE & PENANG	ISCHIA	Ital. str.	1 m.	Mugabini	JARDINE, MATHESON & CO.	On 12th inst., at Noon.

CANADIAN PACIFIC RAILWAY CO.'S
ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA
 AND THE UNITED STATES.

CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND
 VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.
 "Empress" Twin Screw Steamships—6,000 Tons—10,000 Horse-Power—Speed 19 knots.
 SAVING THREE TO SEVEN DAYS ACROSS THE PACIFIC.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).
 R.M.S. "EMPERESS OF INDIA" 6,000 Tons. WEDNESDAY, 16th Nov.
 R.M.S. "EMPERESS OF JAPAN" 6,000 Tons. WEDNESDAY, 14th Dec.
 R.M.S. "ATHENIAN" 3,882 Tons. WEDNESDAY, 28th Dec.
 R.M.S. "EMPERESS OF CHINA" 6,000 Tons. WEDNESDAY, 11th Jan.
 R.M.S. "TARTAR" 4,425 Tons. WEDNESDAY, 25th Jan.

Hongkong to London, 1st Class via St. Lawrence 200 via New York 200.
 Intermediate and 2nd Class " 240. " " 240.
 and 1st Class Lar. " " 240.

THE magnificent TWIN-SCREW "EMPERESS" STEAMSHIPS passing through the
 famous INLAND SEA OF JAPAN, usually make the voyage YOKOHAMA to
 VANCOUVER (B.C.) in 12 DAYS and make connection with the PALATIAL OVERLAND
 TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

Passengers Booked through to all principal points and AROUND THE WORLD.
 SPECIAL RATES (First class only) granted to Missionaries, Members of the Navy,
 Military, Diplomatic, and Civil Services, and to European Officials in the Service of Chinese
 and Japanese Governments.

For further information, Maps, Guides, Handbooks, Rates of Passage and Freight, apply to
 D. W. CRADDOCK, Acting General Agent,
 9, Pedder Street.

HAMBURG-AMERIKA LINIE.

OSTASIATISCHER FRACHTDAMPFER-DIENST.

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN,
 LISBON, Oporto, LONDON, LIVERPOOL, GLASGOW, TRIPOLI, GENOA, PORTS IN THE
 LEVANT, BLACK SEA AND BALTIC PORTS, NORTH AND SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
SLAVONIA (ex STRASSBURG)	HAVRE, BREMEN & HAMBURG	On 19th Nov. Freight & Passengers.
Capt. Madsen	(Calling at Singapore, Penang and Colombo)	
SEGOVIA (ex SCHOENFELDT)	HAVRE & HAMBURG	On 29th Nov. Freight.
Capt. Schoenfeldt	(Calling at Singapore, Penang and Colombo)	
SENIGALIA (ex NURNBERG)	HAVRE & HAMBURG	On 13th Dec. Freight.
Capt. Jaburg	(Calling at Singapore, Penang and Colombo)	
ARMENIA	HAVRE & HAMBURG	On 27th Dec. Freight.
Capt. Forst	(Calling at Singapore, Penang and Colombo)	
C. FERR. LAEISZ	HAVRE & HAMBURG	On 11th Jan. Freight.
Capt. von Hoff	(Calling at Singapore, Penang and Colombo)	

For Further Particulars, apply to
 HAMBURG-AMERIKA LINIE.
 HONGKONG OFFICE,
 No. 1, QUEEN'S BUILDINGS.

HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between
 Hongkong and Manila. Saloon amidships. Electric Light Perfect
 Cuisine. SURGEON and STEWARDESS carried. All the most up-to-
 date arrangements for comfort of Passengers.

CHINA AND MANILA

STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS.	CAPTAIN.	FOR	SAILING DATE.
ZAFIRO	2540	R. Ridger	Manila direct.	Sat., 12th Nov., 10 A.M.
RUBI	2540	R. W. Almond	Manila direct.	Sat., 19th Nov., 10 A.M.

For Freight or Passage apply to
 SHEWAN, TOMES & CO.,
 GENERAL MANAGERS.

Hongkong, 7th November, 1904. 116

OSAKA SHOSEN KAISHA

REGULAR STEAMSHIP SERVICES BETWEEN

HONGKONG, SOUTH CHINA COAST PORTS
 AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—
 SUBJECT TO ALTERATION.

FOR	STEAMERS	LEAVING
FOOCHOW, VIA SWATOW AND AMOY.	"TRIUMPH"	WEDNESDAY, 9th Nov., at Daylight.
TAMU, VIA SWATOW AND AMOY.	A. HANSEN	SUNDAY, 13th Nov., at Daylight.
ANPING, VIA SWATOW AND AMOY.	"M. STRUVE"	WEDNESDAY, 16th Nov., at Daylight.
TAMU, VIA SWATOW AND AMOY.	T. BRANDT	SUNDAY, 20th Nov., at Daylight.

On account of the present state of political affairs, all the Company's new steamers have
 been requisitioned for transport service, and the above-named chartered steamers have been
 secured instead for maintenance of the Company's coastal services. As soon as the state of
 affairs permit, the Company will resume running with its specially designed new steamers.

For Freight, Passage, and further information, apply at the Company's local Branch Office
 at No. 8 Des Voeux Road Central.

Hongkong, 7th November, 1904. T. ARIMA, Manager. 115

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD, BREMEN.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT
 SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG,
 PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS; ALSO
 LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON
 AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT GIBRALTAR AND SOUTHAMPTON TO LAND PASSENGERS
 AND LUGGAGE.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES
 IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION
 STEAMERS.

STEAMERS.	SAILING DATES.
PRINCESS ALICE	WEDNESDAY 9th November
PRINZ HEINRICH	WEDNESDAY 16th November
PRINZ REGENT LUITPOLD	WEDNESDAY 23rd November
PRUSSEN	WEDNESDAY 7th December
PRINZ EITEL FRIEDRICH	WEDNESDAY 21st December
SEYDLITZ	WEDNESDAY 4th January 1905
GNEISENAU	WEDNESDAY 18th January
BATERN	WEDNESDAY 1st February
ZIETEN	WEDNESDAY 15th February
SACHSEN	WEDNESDAY 1st March
PRINCESS ALICE	WEDNESDAY 15th March
PRINZ REGENT LUITPOLD	WEDNESDAY 29th March
PRUSSEN	WEDNESDAY 12th April
PRINZ EITEL FRIEDRICH	WEDNESDAY 26th April

ON WEDNESDAY, the 9th day of NOVEMBER, 1904, at NOON, the Steamship
 "PRINCESS ALICE," Captain P. Wetlin, with MAILED PASSENGERS, SPECIE,
 and CARGO, will leave this Port as above, CALLING AT NAPLES and GENOA.

Shipping Orders will be granted till NOON on MONDAY, the 7th November. Cargo and
 Special will be received on Board until 5 P.M. on TUESDAY, the 8th November, and Parcels will
 be received at the Agency's Office until NOON on TUESDAY, the 8th November.

Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50,
 and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid accommodation, and carries a Doctor and Stewardess.
 Linen can be washed on board.

NORDDEUTSCHER LLOYD.
 For further Particulars, apply to
 MELOHERS & CO., AGENTS.

Hongkong, 27th October, 1904. 5

SOUTH AFRICAN LINE OF STEAMERS.

HONGKONG DIRECT, OR VIA CHEFOO OR CHIN-WAN-TAO, TO DURBAN, NATAL.
 The following chartered steamers will run at intervals of about 3 weeks:

S.S. "CRANLEY"	Captain W. E. Steele.
S.S. "IKBAL"	Captain A. Jennings.
S.S. "ASCOT"	Captain C. E. Cox.
S.S. "LOTHIAN"	Captain J. C. Williamson.
S.S. "INKUM"	Captain E. S. Pearce.
S.S. "SIKH"	Captain J. Rowley.
S.S. "SOFATA"	Captain G. A. Shepherd.

OCEAN STEAM SHIP CO., LD. AND CHINA MUTUAL STEAM NAVIGATION CO., LD. JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA,
AND HUMANTRA PORTS.

FROM GLASGOW AND LIVERPOOL...
GLASGOW AND LIVERPOOL...
GLASGOW AND LIVERPOOL...

HOMEWARDS.

FOR LONDON, AMSTERDAM and
ANTWERP...
FOR LONDON, AMSTERDAM and
ANTWERP...
FOR LONDON, AMSTERDAM and
ANTWERP...

TRANS-PACIFIC SERVICE.

FOR VICTORIA, SEATTLE, TACOMA, and
all PACIFIC COAST PORTS, via
NAGASAKI, KOBE and YOKOHAMA.

CHINA NAVIGATION CO. LIMITED.

FOR MANILA...
FOR MANILA...
FOR MANILA...
FOR MANILA...
FOR MANILA...

INDO-CHINA STEAM NAVIGATION CO. LIMITED.

PROJECTED SAILINGS FROM HONGKONG, SUBJECT TO ALTERATION.
FOR MANILA...
FOR SINGAPORE, PENANG & CALCUTTA...

NORTHERN PACIFIC LINE.

BOSTON S. S. CO. BOSTON TOWBOAT CO.
CONNECTING AT TACOMA WITH
NORTHERN PACIFIC RAILWAY COMPANY.
SAILINGS FROM HONGKONG FOR
VICTORIA B.C. AND TACOMA
VIA
NOJI, KOBE AND YOKOHAMA.

Steamer.	Tons.	Captain.	Sailing Date.
TEXAN	9,615	G. D. Morrison	Saturday, December 17th
TRENTON	9,606	T. W. Garlick	January 10th
LYRA	4,417	G. V. Williams	February 9th
PLIADIS	3,753	Parrington	March 4th

FOR MANILA.

The largest, steadiest, and most comfortable steamers for Manila.
S.S. TREMONT... 9,606 tons. T. W. Garlick... About 2nd January.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND
CUISINE. ELECTRIC LIGHT, DOCTOR AND STEWARDESSE.

The twin-screw s.s. "SHAWMUT" and "TREMONT" have just been fitted with very
superior accommodation for First and Second Class Passengers. The large size of these vessels
ensures steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo
carried in cold storage.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.
For further information apply to—

DODWELL & CO., LIMITED,
GENERAL AGENTS.
QUEEN'S BUILDINGS,
Hongkong, 24th October, 1904.

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG TO THE INLAND
SEA OF JAPAN, MONI, KOBE AND YOKOHAMA FOR
OPERATING IN CONNECTION WITH THE
OREGON RAILROAD & NAVIGATION CO.
STEAMSHIP TONS CAPTAIN TO SAIL AT DAYLIGHT ON

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and
United States Points. For through rates of Freight and further information, communicate
with or apply to
ALLAN CAMERON, GENERAL AGENT,
Hongkong, 14th October, 1904.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR LONDON AND ANTWERP, VIA
SINGAPORE, PENANG,
COLOMBO and PORT SAID.
STEAMERS TO SAIL REMARKS.
About 9th November } Freight and
November } Passage.

* Expected to arrive on or about 7th October, will leave for the above port as soon as possible
after her arrival with the next English Mail.

For further Particulars, apply to
Hongkong, 7th November, 1904.

NORDDEUTSCHER LLOYD, BREMEN.

NOTICE.

STEAM FOR KUDAT AND SANDAKAN.
Taking Cargo at Through Rates to
TAWAO, LAHAD DATU, LABUAN AND
ZAMBOANGA.

THE Company's Steamship

"BORNEO".
Captain E. Mable, will be ready to load for the
above ports on THURSDAY, the 10th inst.
For Freight or Passage, apply to
MELCHERS & CO.,
Agents.
Hongkong, 5th November, 1904.

NAVIGAZIONE GENERALE ITALIANA.

(Florio and Rubattino United Companies.)

STEAM FOR BOMBAY VIA SINGA- PORE AND PENANG.

Having connection with Company's Mail Stea-
mers to ADEN, SUZ, PORT SAID
MESSINA, NAPLES, LEOHORN and GENOA
also VENICE and TRIESTE, all MEDITER-
RANEAN, ADRIATIC, LEVANTINE and
SOUTH AMERICAN PORTS up to CALLAO.
(Taking Cargo at through rates to PERSIAN
GULF and BAGDAD, also BARCELONA,
VALENZA, ALICANTE, ALGERIA and
MALAGA.)

THE Steamship

"ISCHIA".
Captain Magagnoli, will be despatched as above
on SATURDAY, the 12th inst., at Noon.
At Bombay the Steamer is discharging in
Victoria Dock.
For further particulars regarding Freight
and Passage, apply to
CARLOWITZ & CO.,
Agents.
Hongkong, 31st October, 1904.

"BEN" LINE OF STEAMERS.

FOR LONDON AND ANTWERP.

THE Steamship

"BENALDER".
Captain McIntosh, will be despatched as above
on or about the 19th inst.
For Freight or Passage, apply to
GIBB, LIVINGSTON & CO.,
Agents.
Hongkong, 22nd October, 1904.

AUSTRIAN LLOYD'S STEAM NAVI- GATION COMPANY.

STEAM FOR FIUME AND TRIESTE (DIRECT).

Calling at SINGAPORE, PENANG,
COLOMBO, BOMBAY, KARACHI,
ADEN, SUZ and PORT SAID.
(Taking Cargo at through rates to the BRAZIL,
to SOUTH AFRICA, PERSIAN GULF, RED
SEA, BLACK SEA, LEVANT, VENICE and
ADRIATIC PORTS.)

THE Company's Steamship

"MARIA VALERIE".
Captain Barboreich, will be despatched as above
on FRIDAY, the 2nd inst., P.M.
For information as to Passage and Freight,
apply to
SANDER, WILBER & CO.,
Agents.
Princes' Buildings,
Hongkong, 2nd November, 1904.

NATAL LINE OF STEAMERS.

THE Undersigned GENERAL AGENTS in CHINA and JAPAN for the above Line

are prepared to issue THROUGH BILLS OF
LADING for all the principal ports in
SOUTH AFRICA in connection with the
CHINA STEAM NAVIGATION CO.'s fortnightly
service hence to CALCUTTA. Sailings from
CALCUTTA for CAPT PORTS every fortnight.
For Freight and further particulars,
apply to
DODWELL & CO., LIMITED,
General Agents for China and Japan.
Hongkong, 4th August, 1897.

NOTICE TO CONSIGNEES

FROM MIDDLESBOROUGH, ANT- WERP AND LONDON.

THE Steamship

"MONMOUTHSHIRE".
Captain G. E. Warner, having arrived from the
above ports, Consignees of Cargo are hereby
informed that their Goods are being landed at
their risk into the Godowns of the Hongkong
and Kowloon Wharf and Godown Company,
Limited, at Kowloon, and stored at Consignees
risk and expense.

No Claims will be admitted after the Goods
have left the Godowns, and all Goods remaining
undelivered after the 8th inst., will be subject
to rent.
All broken, chafed, and damaged Goods are to
be left in the Godowns, where they will be
examined on the 8th inst., at 2.30 P.M.
No Fire Insurance has been effected.
Bills of Lading will be countersigned by
SHEWAN, TOMES & CO.,
Agents.
Hongkong, 1st November, 1904.

NOTICE TO CONSIGNEES

FROM BOMBAY, COLOMBO AND STRAITS.

THE P. & O. S. N. Co's Steamer

"CHUSAN".
Consignees of Cargo by the above-named
vessel are hereby informed that their Goods are
being landed and placed at their risk in the
Hongkong and Kowloon Wharf and Godown
Company's Godowns at Kowloon, where each
consignment will be sorted out, Mark by Mark,
and delivery can be obtained as soon as the
Goods are landed.
This vessel brings on Cargo:—
From London, &c., ex s.s. *Chind*.
From Australia, ex s.s. *India*.
From Calcutta, ex s.s. *Palermo*.
From Persian Gulf ex s.s. *B. I. S. N.*
and *P. S. N. Co's* Steamers.

Optional Goods will be landed here unless
instructions are given to the contrary before
5 P.M., To Day, the 4th inst.
Goods not cleared by the 11th inst., at 4 P.M.,
will be subject to rent.
No Fire Insurance will be effected by me in
any case whatever.
Damaged packages must be left in the Go-
dows for examination by the Consignee's and
the Company's representative at as appointed
hour. All Claims must be presented within
ten days of the steamer's arrival here, after
which date they cannot be recognised. No
Claims will be admitted after the Goods have
left the Godowns.

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which date they cannot be recognised. No
Claims will be admitted after the Goods have
left the Godowns.

E. A. HEWETT,
Superintendent.
Hongkong, 4th November, 1904.

SHIPPING IN PORT.

STEAMERS.

AGINCOURT, British str., 2,870, H. T. Workshop,
Hainan Island 1st Oct.—Gilmara & Co.
APENRADE, German str., 611, A. P. Uldrup,
5th Nov.—Haiphong 30th October and
Hoibow 4th Nov.—General—Johnson & Co.
BARON ELDON, British str., 2,373, Ulstrom,
4th Nov.—Mojito 23rd Oct. Coal.—Arnhold,
Karberg & Co.

BRAWLEY, British str., 1,542, Shotton, 22nd
October.—Labuan (Borneo) 15th Oct. Coal.
—Order.

BEGIAN KING, British str., 2,153, Hayton,
22nd Oct. Kutchinotsa 10th Oct. Coal.—
Bradley & Co.

BENNETT, British str., 2,302, Kroeblo, 3rd
November.—Kutchinotsa 23rd Oct. Coal.
—Gibb, Livingston & Co.

BORNHO, German str., 2,168, E. Mable, 3rd
November.—Sandakan 23rd Oct. Timber
and General.—Melchers & Co.

BOURBON, French str., 997, Fisco, 4th Nov.—
Saigon 3 1/2 October, Rice.—Chinsee.

CASTOR, Norwegian str., 774, Joh Martin, 2nd
November.—Cardiff 10th Sept. Coal.—
Order.

ELAX, British str., 1,652, E. S. Baker, 6th
November.—Palmhang 29th Oct. Oil in
Bulk.—Order.

EMPEROR OF INDIA, British str., 3,032, R.
Archibald, R.N.M., 26th Oct.—Vancouver
3rd October and Shanghai 23rd, Mails and
General.—C. P. R. & Co.

FALLOON HALL, British steamer, 2,215, F.
Wickham, 4th Nov.—Barry Dock, 16th
Sept. Coals.—Order.

FOOSHING, British steamer, 1,898, Arthur, 3rd
November.—Hongkong 30th Oct. Coal.—
Jardine, Matheson & Co.

GREGORY APGAR, British str., 2,961, J. G.
O'Brien, 3rd Oct.—Calcutta 15th Oct. and
Fruits 26th. French Mails and General.—
David Sassoon & Co.

HAINUM, British str., 836, A. Robson, 6th
November.—Swatow 5th Nov. General.—
Duglas-Lapraik & Co.

ISCHIA, Italian str., 2,781, Maganzini Dante,
4th Nov.—Bombay 17th Oct. and Singa-
pore 23rd, General.—Carlowitz & Co.

JOHANN, German str., 952, Iphand, 4th Nov.—
Bangkok 27th Oct. Rice.—Johnson & Co.

LAERTIS, British str., 1,951, J. B. Jackson,
2nd Nov.—Saigon 25th October,
Meal.—Chinsee.

LANCOUR, German str., 2,117, Sterling, 5th
November.—Cardiff 25th Sept. Coal.—
J. B. & Co.

LISA, Swedish str., 998, H. Horn Dahl, 30th
October.—Mojito 24th Oct. Coal.—M. B.
Kaisha.

LOONGVOOK, German str., 1,245, T. Kalkofen,
5th Nov.—Canton 4th Nov. General.—
Siemens & Co.

MADDELINE RICKMERS, German str., 1,020,
L. Gortson, 4th November.—Bangkok 23rd
October, Rice and Teakwood.—Butterfield
& Swire.

MATHILDE, German str., 673, G. Schlaikier,
31st Oct.—Fuzhou 23rd Oct. Hoibow
29th Oct. and General.—Johnson & Co.

MELITA, French str., 2,100, Le Prevost, 2nd
November.—Touane 23rd Oct. General.—
Bradley & Co.

MEDICEDS, British str., 3,000, J. S. McGregor,
30th Oct.—Weina wai 23rd Oct. Ballast.
—Naval Stores Office.

PAKAL, German str., 1,018, H. Domes, 4th
November.—Bangkok 23rd Oct. Rice and
Wood.—V. terfild & Wiro.

PETRAECH, German str., 1,352, C. Ahrens, 26th
October.—Saigon 2nd October, Rice.—
Chinsee.

PERA NANG, German steamer, 1,021, F. v.
Mangsdorff, 3rd Nov.—Bangkok 24th
October, Rice.—Butterfield & Swire.

SALFORDIA, British str., 2,365, G. C. Dunning,
5th Nov.—Cardiff via Durban 12th Aug.
Coal.—D. well & Co.

SHANTUNG, German str., 1,835, Engelbarth,
4th Nov.—Mojito 23rd November, Coal.—
Melchers & Co.

SHANGHAI, British str., 1,296, J. Martin, 3rd
Nov.—Saigon 29th October, Rice, &c.—
Chinsee.

SIBERIA, American str., 5,655, J. Tremaine
Smith, 4th November.—San Francisco 7th
Oct. and Shanghai 1st November, Mails
and General.—Pacific Mail S. S. Co.

SINGOON, British str., 2,378, R. E. Collins, 6th
November.—Cardiff 25th Sept. Patent
Fuel and Coke.—British Government.

TAISHAN, British str., 1,121, A. Jones, 27th
October.—Saigon 22nd Oct. Rice and Meal.
—Bradley & Co.

TEAN, British str., 1,346, A. Somerville, 4th
Nov.—Manila 1st November, General.—
Butterfield & Swire.

TELENA, British str., 3,124, H. Carter, 1st
November.—Singapore 25th Oct., Petro-
leum in Bulk.—Arnhold, Karberg & Co.

TIIMAH, Dutch str., 2,470, Jurriaanse, 6th
November.—Batavia 9th Oct. and Manila
2nd Nov. General.—Java-China-Japan
Lijde.

TRIUMPH, German str., 769, A. Hansen, 5th
Nov.—Fochow, Amoy and Swatow 4th
Nov. General.—Johnson & Co.

TSINTAU, German str., 1,002, O. Kamm, 5th
November.—Bangkok, 23rd October and
Hoibow 4th November, Rice.—Butterfield
& Swire.

VEZVOV, British str., 2,723, W. C. Haynes,
R.N.R., 30th October.—Mojito 25th October,
Coal.—Bradley & Co.

SAILING SHIP.

EMPEROR MRALEK, French barque, 1,576,
Maret, 6th Nov.—New York 12th June,
Kerosine.—Standard Oil Co.

BRITISH WARSHIPS.

ALACRITY, British despatch-boat, 1,700, Comdr.
R. M. Harbord

CHEBEU, water tank and tug.

ESPIERIE, British gunboat, 1,070, Ernest G.
Barton.

BRITANNIC MAJESTY'S SHIPS IN THE CHINA SQUADRON.

Alacrity, despatch-boat, 1,700 tons, 10 guns,
3,000 h.p., Com. R. M. Harbord, Hongkong
Albion, battleship, 12,350 tons, 16 guns, Capt.
Fremantle, Weihaiwei.

Algerine, sloop, 1,050 tons, 6 guns, 1,100 h.p.,
Comdr. Rowland Nugent, Yangtze.

Amphitrite, 1st class cruiser, 11,000 tons, 18,000
h.p., Capt. Charles Windham, C.V.O.,
W. Ha Wei.

Andromeda, cruiser, 12,500 tons, Capt. Nelson
Gammey, Weihaiwei.

Astraea, 2nd class cruiser, 4,360 tons, 12 guns,
7,000 h.p., Captain Lionel G. Taffall,
Singapore.

Bramble, gunboat, 710 tons, 6 guns, 1,300 h.p.,
Lieut. Comdr. O. M. Makins, Yangtze.

Britomart, gunboat, 710 tons, 6 guns, 1,300 h.p.,
Lieut. Comdr. Thos. D. Pratt, Chumup.

Centurion, battleship, 10,500 tons, Capt. Fegen,
Weihaiwei.

Crossey, cruiser, 12,000 tons, 14 guns, 21,000
h.p., Capt. Henry M. T. Tador, en route
Singapore.

Esperie, gunboat, 1,070 tons, 10 guns, Comdr.
Sator, St. Division.

Fame, torpedo-boat destroyer, 360 tons, 5 guns,
5,700 h.p., Lieut. Comdr. C. A. Asar, Hong-
kong.

Fealess, gunboat, 443 tons, 12 guns, Comdr.
Vaughan Lewis, Shanghai.

Glory, battleship, 12,850 tons, 16 guns, 13,500
h.p., Captain A. W. Carter, en route
Singapore.

Handy, torpedo-boat destroyer, 260 tons, 6 guns,
4,000 h.p., in reserve.

Hart, torpedo-boat destroyer, 260 tons, 6 guns,
4,000 h.p., Weihaiwei.

Humber, storeship, 1,640 tons, Comdr. P. M.
Rindora, en route Weihaiwei.

Iphigeneia, 2nd class cruiser, 3,900 tons, Capt.
Fawcner, Shanghai.

Janus, torpedo-boat destroyer, 281 tons, 6 guns,
3,900 h.p., Lieut. Comdr. J. A. Gregory,
Weihaiwei.

Kinsla, river gunboat, 331 tons, Lieut. Comdr.
Christopher P. Metcalf, on Yangtze.

Leviathan, cruiser, 14,100 tons, Capt. Hon. W.
G. Stopford, Weihaiwei.

Mooreton, river gunboat, 180 tons, 2 guns,
Lieut. Comdr. F. B. Noble, West River.

Ocean, battleship, 12,950 tons, 16 guns, 13,500
h.p., Captain Great, C.M.G., Weihaiwei.

Otter, torpedo-boat destroyer, 350 tons, in
reserve.

Phoenix, sloop, 1,015 tons, 6 guns, 1,400 h.p.,
Comdr. J. Nicholas, Yangtze.

Rambler, surveying-ship, 588 tons, Comdr.
Chas. E. Moore, Labuan.

Rinaldo, sloop, 980 tons, 6 guns, Comdr. D. S.
Aubyn Wake, Shanghai.

Robin, river gunboat, 85 tons, 2 guns, 240
h.p., Lieut. Comdr. Vaughan, West River.

Rosario, sloop, 980 tons, 6 guns, 11,400 h.p.,
Comdr. Division, en route Singapore.

Sandpiper, river gunboat, 85 tons, 2 guns, 210
h.p., Lieut. Comdr. L. W. Jones, West River.

NOTICE TO SHIPPERS.

THE NIPPON YUSEN KAISHA are

POST OFFICE NOTICES.

Wednesday next (Nov. 9th) having been declared a public holiday the General Office will be closed after the despatch of the German Mail for Europe at 11.30 a.m.

There will be one delivery and a collection from the Pillar Boxes as on Sundays. The Money Order office will be entirely closed.

CHRISTMAS AND NEW YEAR'S PARCELS.

Parcels posted before 3 p.m. on the 18th of November are due in London on Christmas morning. With an additional fee of 60 cents parcels may be sent via Brindisi, and if posted before 3 p.m. on the 18th of November would accompany the letter mail, which is due in London on the 19th of December. Parcels intended for New Year's delivery should also be forwarded by the mail of the 18th of November, as the Parcel Mail per S. S. *St. Paul*, which leaves here on the 3rd of December is not due in London till the 8th of January via Gibraltar, and the 2nd of January via Brindisi. The rates of postage on ordinary parcels are as follows:—

For a parcel not exceeding 2 lbs. in weight 60 cents.
For a parcel not exceeding 5 lbs. in weight \$1.20
For a parcel not exceeding 11 lbs. in weight \$1.80

All parcels containing jewellery or any article of gold or silver must be insured, all insured parcels must be sealed. The seals must bear the impression of a device or private mark. Coins must not be used for sending purposes.

As it is unlikely that any M.M. steamer will leave for Europe before the middle of December, all correspondence for Europe, etc., will be sent on by the first English or German mail.

The Presses, with the German mail, left Singapore on Friday, the 4th inst., at 5 p.m., and may be expected here on or about Wednesday, the 9th inst.

MAILS WILL CLOSE

FOR	PER	DATE.
Macao	Wanchai	Tuesday, 8th, 7.30 A.M.
Canton	Hankow	Tuesday, 8th, 7.50 A.M.
Swatow, Amoy and Foochow	Hainan	Tuesday, 8th, 10.00 A.M.
Newcastle, N.S.W.	Vermont	Tuesday, 8th, 11.00 A.M.
Macao	Hongkong	Tuesday, 8th, 1.45 P.M.
Singapore, Penang and Calcutta	Gregory Peak	Tuesday, 8th, 2.00 P.M.
Sumatras and Sourabaya	Shanghai	Tuesday, 8th, 3.00 P.M.
Mauritius	Pelawar	Tuesday, 8th, 3.00 P.M.
Manila	Ten	Tuesday, 8th, 4.00 P.M.
Swatow	Bombay	Tuesday, 8th, 5.00 P.M.
Swatow	Johore	Tuesday, 8th, 5.00 P.M.
Pakhoi	Haitan	Tuesday, 8th, 5.00 P.M.
Swatow, Amoy and Foochow	Taiwan	Tuesday, 8th, 5.00 P.M.
Swatow	Panama	Tuesday, 8th, 5.00 P.M.
Canton	Taiwan	Tuesday, 8th, 5.00 P.M.
Kongmoon and Kunchuk	Taiwan	Tuesday, 8th, 5.00 P.M.
Nantao	Taiwan	Tuesday, 8th, 5.00 P.M.
Sandao	Taiwan	Tuesday, 8th, 5.00 P.M.
Europe, &c., India via Tientsin	Hongkong	Wednesday, 9th, 9.00 A.M.
(Late Letters 11.00 to 11.30 A.M. Extra Postage 10 cents.)	Taiwan	Wednesday, 9th, 9.00 A.M.
(Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)	Hongkong	Wednesday, 9th, 9.00 A.M.
Canton	Powen	Thursday, 10th, 7.30 A.M.
Shanghai	Kong Nam	Thursday, 10th, 11.00 A.M.
Moji, Kobe and Yokohama	Shanghai	Thursday, 10th, 3.00 P.M.
Canton	Haitan	Thursday, 10th, 3.00 P.M.
Canton	Yuenan	Friday, 11th, 3.00 P.M.
Manila	Hankow	Friday, 11th, 5.00 P.M.
Canton	Hankow	Saturday, 12th, 7.30 A.M.
Kudat and Sandakan	Borneo	Saturday, 12th, 8.00 A.M.
Manila	Zafiro	Saturday, 12th, 9.00 A.M.
NAGASAKI, KOBE, YOKOHAMA, HONOLULU and SAN FRANCISCO	Siberia	Wednesday, 16th, 10.00 A.M.
(Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents.)	Ischia	Saturday, 12th, 11.00 A.M.
Singapore, Penang and Bombay	Pentakola	Saturday, 12th, 5.00 P.M.
Amoy, Straits and Rangoon	Kinshan	Sunday, 13th, 9.00 A.M.
Canton	Laisang	Tuesday, 15th, 2.00 P.M.
Singapore, Penang and Calcutta	Empire	Wednesday, 16th, 10.00 A.M.
Manila, Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide and Perth	Empress of India	Wednesday, 16th, 10.00 A.M.

TO-DAY.

Private Meeting of the Tebran Planting Co. Limited, 3 p.m.
Annual General Meeting of the Hongkong Boat Club, Club Gymnasium, 6 p.m. sharp.

COMMERCIAL.

CLOSING QUOTATIONS.

ON LONDON.	
Telegraphic Transfer	1/10 1/2
Bank Bills, on demand	1/10 1/2
Bank Bills, at 30 days sight	1/10 1/2
Bank Bills, at 4 months sight	1/10 1/2
Creditor, at 4 months sight	1/10 1/2
Documentary Bills, 4 months sight	1/10 1/2
ON PARIS.	
Bank Bills, on demand	232
Creditor, at 4 months sight	235 1/2
ON GERMANY.	
On demand	1/88
ON NEW YORK.	
Bank Bills, on demand	44 1/2
Creditor, 60 days sight	45 1/2
ON BOMBAY.	
Telegraphic Transfer	137
Bank, on demand	137 1/2
ON CALCUTTA.	
Telegraphic Transfer	137
Bank, on demand	137 1/2
ON SHANGHAI.	
Bank, at sight	71 1/2
Private, 30 days sight	72 1/2
ON YOKOHAMA.	
On demand	91 1/2
ON MANILA.	
On demand	54 p.c. pm.
ON BATAVIA.	
On demand	11 1/2 p.c. pm.
ON HAIPHONG.	
On demand	1 p.c. pm.
ON SAIGON.	
On demand	1 p.c. pm.
ON BANGKOK.	
On demand	62 1/2
SOVEREIGN, Bank's Buying Rate	\$10.75
GOLD LEAF, 100 fine per tola	\$56.50
SILVER, 100 oz.	26 1/2

OPPIUM.

Quotations are:— Allow 1/2 net, to 1 catty.	
Malwa New	\$1100 to \$1150 per picul
Malwa Old	\$1200 to \$1250 "
Malwa Older	\$1270 to \$1300 "
Malwa V. Old	\$1350 to \$1380 "
Parian fine quality	\$870 to "
Parian extra fine	\$890 to "
Patna New	\$1180 to " per chest.
Patna Old	\$ to "
Bombay New	\$1132 1/2 to "
Bombay Old	\$1132 to "

VESSELS EXPECTED.

THE GERMAN MAIL.
The L.G.M. steamer *Preussen* left Singapore on Friday, at 5 p.m., and may be expected here to-morrow.

THE AMERICAN MAIL.
The mail steamer *Mongolia* has been transferred at Nagasaki to the P. & A. steamer *Arabia*, due here on the 13th Nov.

JOINT STOCK SHARES.

Hongkong, 7th November.

COMPANY.	PAID UP.	QUOTATIONS.
Banks.		
Hongkong & Shanghai	\$125	\$635, buyers
Nat'l. Bank of China	25	\$81, buyers
A. Shares	25	\$80.
B. Shares	25	\$80.
Four Shares	25	\$10, buyers
Insurance.		
Union	\$100	\$585, buyers
China Traders	25	\$81, buyers
North China	25	\$10, ex div.
Yangtze	25	\$145.
Canton	25	\$243, sales & rel.
Hongkong Fire	50	\$335, buyers
China Fire	50	\$40, sales & buy.
Steamship Coys.		
Il. Canton and M.	\$10	\$294, buyers
Indo-China S. N.	15	\$130.
China and Manila	\$30	\$23, buyers
Douglas Steamship	\$50	\$35, sellers
Star Ferry	\$10	\$40, sales & sellers
Shell Transport & Trading Co.	21	23s. 6d., sales
Do. pref. shares	210	28 10.
Refineries.		
China Sugar	\$100	\$235, sellers
Luzon Sugar	\$100	\$36.
Mining.		
Charbonnages	\$25,250	\$490.
Banks	18 1/2	\$5, sellers
H. & W. Dock	\$50	\$220, buyers
H. & K. Wharf & G.	\$50	\$15, sales & sel.
New Amoy Dock	\$50	\$27, sellers
S.C.F. & Coy. & Co. Ltd.	\$100	\$175.
Land and Building.		
Hongkong Land Inv.	\$10	\$145, sales
Kowloon Land & B.	\$30	\$60, sellers
West End Building	\$50	\$197, buyers
Hongkong Hotel	\$10	\$127.5, sales
Humphreys E.	\$25	\$5, sellers
Shanghai Land	\$50	\$120, buyers
Cotton Mills.		
Eno	\$15	\$25, sellers
Interoceanic	\$15	\$20.
Loan Kung Mow	\$15	\$100
Soyokhe	\$15	\$160, sellers
Hongkong	\$10	\$107, buyers
Companies.		
Alhambra, Ltd.	\$500	\$100, buyers
Ben's Asbestos E. & Co.	12s. 6d.	\$54.
Campbell, Moore & Co.	\$10	\$45, buyers
China-Borneo Co., Ltd.	\$10	\$12, buyers
China Tr. & M.	\$10	\$91, sales & buy.
Dairy Farm	\$3	\$25, buyers
Geo. Fenwick & Co.	\$25	\$47, sellers
Green Island Cement	\$10	\$22, sellers
Hongkong Electric	\$10	\$15, buyers
H. H. Tramways	\$10	\$160, sales
Hongkong & C. Gas	\$10	\$300.
H. H. Tramways	\$10	\$355, sales
Hongkong Ice	\$10	\$140, buyers
H. H. Tramways	\$10	\$21, buyers
H. H. Tramways	\$10	\$20.
Philippine Co., Ltd.	\$10	\$94, sellers
S. & H. Dyeing & C.	\$20	\$50.
Co., Ltd.	\$25	\$17, sales & buy.
S. China Morning Post	\$5	\$15, buyers
Tobacco Planting Co.	\$10	\$10, sales & sellers
China Light and Power Co., Ltd.	\$5	\$7, buyers
Steam Laundry Co.	\$5	\$4, sellers
United Asbestos	\$4	\$180, buyers
Do.	\$10	\$180.
Watkins, Ltd.	\$10	\$91, buyers
Watson & Co., A.S.	\$10	\$137.5, sellers
William Powell, Ltd.	\$10	\$121, sellers

VERNON & SMYTH, Brokers.

HONGKONG TIDE TABLE.

From 8th to the 14th November.

HIGH WATER.	
Time.	Height.
Tues. 8 m. 20 s.	6.2
Wed. 9 m. 10 s.	6.2
Thurs. 10 m. 11 s.	6.2
Friday 11 m. 12 s.	6.2
Sat. 12 m. 13 s.	6.2
Sun. 13 m. 14 s.	6.2
Mon. 14 m. 15 s.	6.2
LOW WATER.	
Time.	Height.
Tues. 2 m. 10 s.	1.6
Wed. 3 m. 11 s.	1.6
Thurs. 4 m. 12 s.	1.6
Friday 5 m. 13 s.	1.6
Sat. 6 m. 14 s.	1.6
Sun. 7 m. 15 s.	1.6
Mon. 8 m. 16 s.	1.6

HONGKONG HIGH-LEVEL TIDE.

WAYS COMPANY, LIMITED.

TIME TABLE.

On and after 1st October, 1904.

WEEK DAYS.	
6.45 a.m. to 7.00 a.m.	Every 15 minutes.
7.30 a.m. to 8.00 a.m.	Every 15 minutes.
8.30 a.m. to 9.00 a.m.	Every 15 minutes.
9.30 a.m. to 10.00 a.m.	Every 15 minutes.
10.30 a.m. to 11.00 a.m.	Every 15 minutes.
11.30 a.m. to 12.45 p.m.	Every 15 minutes.
12.45 p.m. to 1.15 p.m.	Every 15 minutes.
1.15 p.m. to 1.45 p.m.	Every 15 minutes.
1.45 p.m. to 2.15 p.m.	Every 15 minutes.
2.15 p.m. to 3.00 p.m.	Every 15 minutes.
3.30 p.m. to 5.00 p.m.	Every 15 minutes.
5.00 p.m. to 8.00 p.m.	Every 15 minutes.
NIGHT CARS.	
1.45 p.m. to 2.00 p.m.	0.45 to 11.15 p.m., every 1 hour.
SUNDAYS.	
6.45 a.m. to 7.00 a.m.	Every 15 minutes.
8.00 a.m. to 9.00 a.m.	Every 15 minutes.
9.00 a.m. to 9.30 a.m.	Every 30 minutes.
9.30 a.m. to 10.30 a.m.	Every 15 minutes.
10.30 a.m. to 11.00 a.m.	Every 15 minutes.
11.00 a.m. to 1.00 p.m.	Every 15 minutes.
1.00 p.m. to 6.00 p.m.	Every 15 minutes.
6.00 p.m. to 7.00 p.m.	Every 15 minutes.
7.00 p.m. to 8.00 p.m.	Every 15 minutes.
NIGHT CARS on Week Days.	
Extra cars at 11.30 p.m. and 11.45 p.m.	
SPECIAL CARS by arrangement at the Connaught Office, Alexandra Buildings, Des Vaux Road Central.	
JOHN D. HUMPHREYS & SON, General Managers.	
Hongkong, 14th January, 1904.	
NOT RESPONSIBLE FOR DEBTS	

NEITHER THE CAPTAIN, THE AGENTS nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crew of the following Vessels during the stay in Hongkong Harbour.

KIRKLE, British str. W. J. Dermody—Doddwell & Co. Ltd.

SHIRAZ, British str. Jones—Doddwell & Co. Ltd.

THE PROVINCE OF SHANTUNG.

ITS TRADE, POPULATION AND FUTURE PROSPECTS.

BY M. O'S.

Reprinted from the HONGKONG DAILY PRESS.

Price 50 cents Cash; Messrs. Kelly & Walsh or Daily Press Office.

Hongkong, 31st January, 1900.

TO LET.

TO LET.

THREE LARGE ROOMS with Servants' Quarters in No. 3, QUEEN'S ROAD CENTRAL, on the same floor as that occupied by the China Fire Insurance Co. ROOMS in College Chambers.

Apply to—
DAVID SASOON & CO., LD.
Hongkong, 28th September, 1904. [2322]

TO LET.

BANGOUR (PEAK).

THE EYRIE (PEAK).
ONE HOUSE on the LOWER TERRACE of BELLIOS TERRACE, Nos. 11, 13 & 21. BEACONSFIELD ARCADE, No. 14.

1st Floor.
ONE SHOP in BEACONSFIELD ARCADE.

Apply to—
Linstead & Davis.
Hongkong, 3rd October, 1904. [2363]

TO LET.

NO. 1, RIFON TERRACE (in FLATS).

A HOUSE in WONG-NEI-CHONG ROAD, facing Race-course.
FLATS in MORRIS TERRACE, facing the Polo Ground.

OFFICES in course of erection, CONNAUGHT ROAD (near BLAKE PIER).
GODOWNS; PRATA EAST.

Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 9th June, 1904. [175]

TO LET.

NO. 6, UPPER MOSQUE TERRACE.

European residence; just renovated, painted and colourwashed; immediate possession.

Apply to—
G. J. SEQUEIRA.
Care of A. R. Marty.
Hongkong, 28th September, 1904. [2321]

TO LET.

A EUROPEAN HOUSE, No. 158, Praya Street, Four Rooms and Kitchen, Servants' Quarters, Bathrooms, Hot and Cold Water. Good Sea View.

Apply to—
JARDINE, MATHESON & CO.
Hongkong, 8th August, 1904. [1177]

TO LET.

NOS. 17, 19 & 21, SEYMOUR ROAD.

Nos. 6, CASTLE ROAD.
Nos. 74, CAINE ROAD.

Apply to—
COMPRADORE DEPARTMENT,
Nippon Yusen Kaisha.
Hongkong, 17th September, 1904. [430]

TO LET.

A LARGE OFFICE on Ground Floor, of No. 2, Wyndham Street. Possession 1st August, 1904.

Apply to—
THE SECRETARY,
The Bowling Club Ltd.
Hongkong, 14th July, 1904. [1710]

TO LET.

ONE COMFORTABLY FURNISHED ROOM with Bathroom, &c., in 39 ROBINSON ROAD.

Apply to—
J. ULLMANN & CO.,
34, Queen's Road.
Hongkong, 29th September, 1904. [3381]

TO LET.

NO. 16, HOLLYWOOD ROAD (8 Rooms) with Kitchens, Bathrooms, and Servants' Quarters.

Apply to—
H. M. S. H. ESMAIL,
4, Hollywood Road.
Hongkong, 16th August, 1904. [1199]

TO LET.

THREE FIRST-CLASS SHOPS, European Style, in Kowloon. Possession on or about 31st August, 1905. Moderate Rentals.

Apply to—
HUMPHREYS' ESTATE & FINANCE CO., LD.
Hongkong, 27th June, 1904. [2350]

TO LET.

A SUITE of TWO ROOMS, on the Ground Floor of the Annex, suitable for Offices. For particulars apply to the undersigned.

Apply to—
C. H. GRACE,
Secretary.
Hongkong, 4th June, 1904. [1417]

TO LET.

NO. 1, STEWART TERRACE, the Peak.

Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 28th March, 1904. [3863]

TO LET.

FINE LARGE STORE, in Queen's Road Central (Best Part).

Apply to—
Y. MUMEYA, JAPANESE ARTIST.
Brocade and Crayon Engravings and also colouring Photos and Relief Photos.
Views of China and Manila. Work done for Amateurs; No. 84, Queen's Road Central.

TO LET.

THE whole of the SECOND FLOOR of No. 34, QUEEN'S ROAD CENTRAL, formerly known as the Alexandra House, opposite the Post Office. Also Rooms or Offices on the First Floor of same address.

Apply to—
YEE SANG FAT,
Above Address.
Hongkong, 15th October, 1904. [2449]